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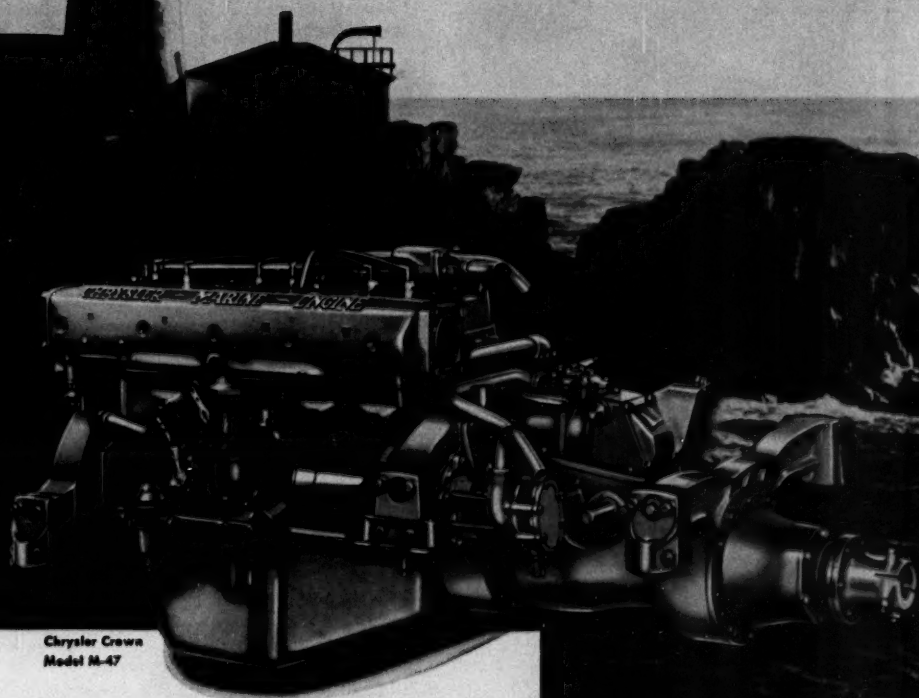


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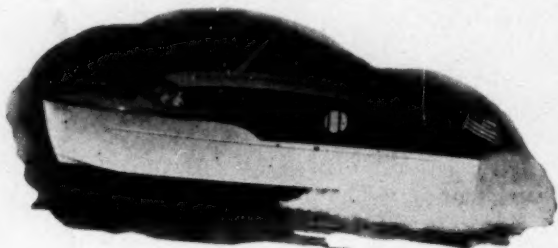
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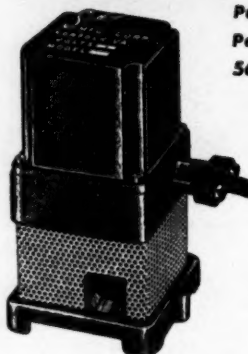
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# PACIFIC MOTOR BOAT

A MILLER FREEMAN PUBLICATION

JUNE, 1951

Vol. 43

No. 7



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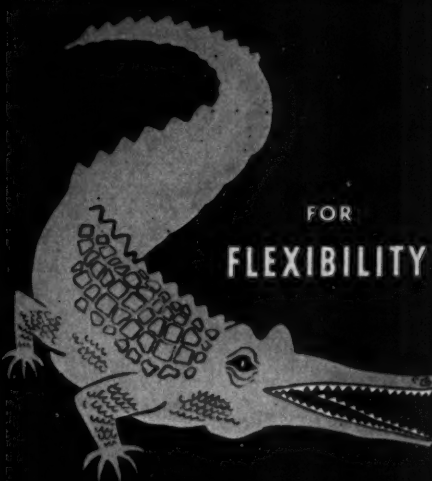
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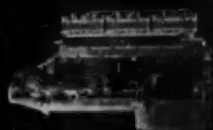
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## THE COVER—Westlake

This 85-foot luxury cruiser, recently completed for Henry Doelger, San Francisco, by Stephens Bros., Stockton, is shown here on her trial trip in San Francisco Bay off Angel Island.—Dan London photo.



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the **BEST**—Get  
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150	185	3000	447	2,673.00
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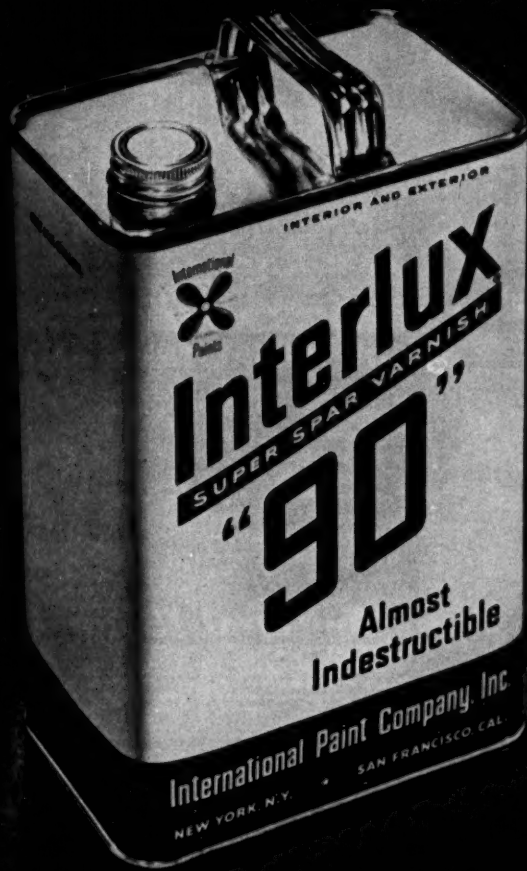
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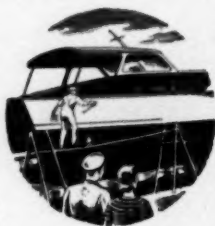
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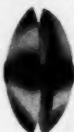
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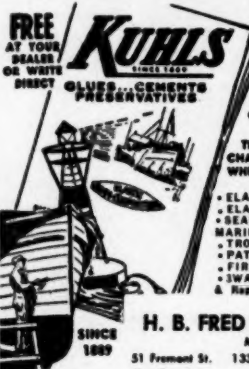
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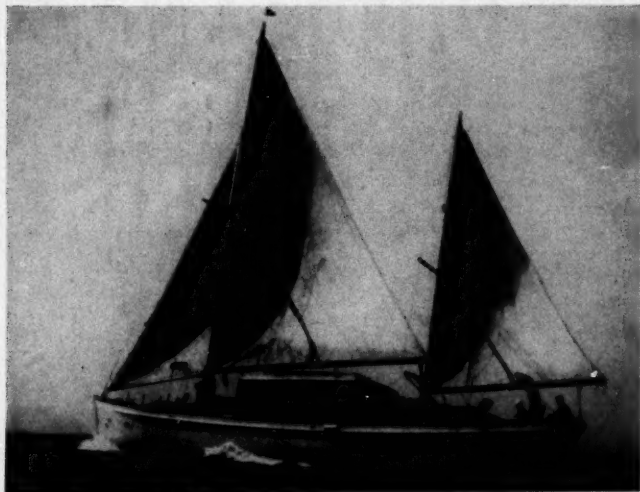
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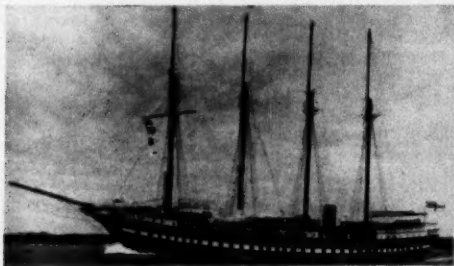
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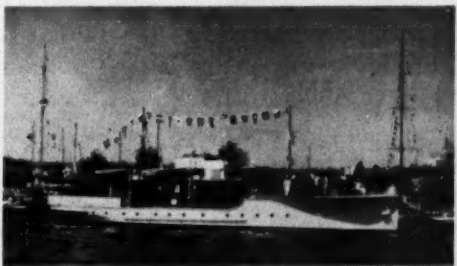
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The Bremerton Yacht Club flagship, the *Klatawa*, last year answered the beckoning call of the deep inlets of western Vancouver Island.

## From Banfield to Cape Scott . . .

The commodore's yacht, *Klatawa*, explores the coves and inlets of western Vancouver Island

by Dorothy Klieves

**T**HE YACHT *Klatawa*, flying the Commodore's flag, backed away from her berth at the Bremerton Yacht Club moorings early one morning in July of last year to begin a month's cruise around Vancouver Island.

The reputation of the west coast of Vancouver Island is such that the *Klatawa* started out alone crewed by myself as mate and cook, our 15-year-old daughter Carole as roustabout, and the skipper, who used the excuse of a trying business year in order to take the month of July for a vacation.

Having raced to Juneau in the 1949 Capital-to-Capital Race we felt we knew our boat well enough to risk the offshore water. Our adventuresome daughter swayed the balance to "pro" with stories she had read about the fish and game on the wild western shore.

The *Klatawa* is a 42-foot cruiser, built in 1928 by Schertzer Brothers of Seattle, and was used as a charter boat prior to her sale to us. With a new 141-hp. Chrysler Royal engine and a 25-watt ship-to-ship radio-telephone, we felt we could tackle any seasonal weather the Pacific

had to offer. With a careful weather eye and common sense, we felt it was not necessarily hazardous to cruise in these waters as there are many snug harbors along the 285 miles of island which offer not only safety but hiking, fishing and the novelty of Indian customs.

Bill Bronson's *Shamrock* was already anchored for the night when we reached Port Ludlow. Bill waved us over, adjusted his fenders and took our bow line.

With the rounding of Point Wilson and into the Strait of Juan de Fuca the trip of our dreams became a reality. We had pleasant cruising, hitting various tide-rips to break the monotony. Late afternoon found us tied to the Port Angeles city floats. After a late dinner, we chatted with a nearby fisherman, getting what we call "local knowledge," which together with the latest charts, tide and current books, and the Coast Pilot, are indispensable to the cruising yachtsman.

Sunday morning we cleared Ediz Hook off Port Angeles harbor, eating breakfast underway. We were

anxious to get the help of the ebb-tide. The Straits are more likely to be calm in the early morning, as a strong Westerly usually blows up in the afternoon. At Neah Bay, we gassed up and checked on local weather conditions. A Canadian tug at Port San Juan, across the strait on Vancouver Island, reported no wind, with a moderate to heavy ground swell.

Having a yacht license, it was unnecessary to clear the United States. A course of 290 degrees, magnetic, was laid for Cape Beale, south of Barkley Sound.

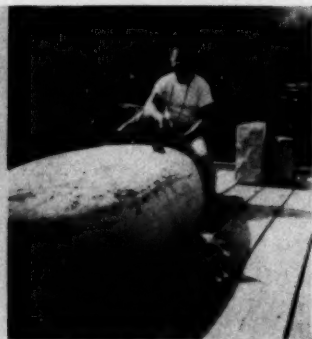
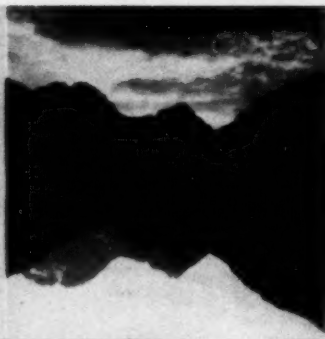
Giant swells were broken by porpoise playing around our bow, and gooney birds took to wing as we approached. Spectacular were the breaking swells cascading shoreward to crash onto the rocky shore off Cape Beale.

After clearing Canadian customs at Banfield, Magistrate Scott invited us to his home, which was built on the site of an old Indian community house. To the right we could see an Indian execution hill.

Mr. Baxendale showed us through the cable station at Banfield.

Monday noon found us cruising





Cruising snapshots: (from left) Carol Klieves bartering for baskets at Kildonan. Scenic reflection in Effingham Inlet. And the skipper, posing with Smoogy, the curious Ahousat cat that inspects all visiting boats.

up the Alberni Canal to Port Alberni, largest town open to the West Coast. After replenishing our supplies we cruised down the canal to Snug Basin, for anchorage. At high tide we rowed into Lake Henderson nearby. Ashore we sought to purchase baskets from the Indians. From porches, basket reeds fluttered in the afternoon breeze. Bear skins were tacked to the sunny side of the house. On the beach halved salmon were drying. The Indians were at work in the cannery at Kildonan on Uchucklesit Inlet.

At Kildonan, block ice and steaks were purchased. Indian women came down to the boat with baskets. Carol and I selected seventeen.

Effingham Inlet had many streams, the mouths of which were good anchorage. The skipper would run close to shore, drop the bow anchor, back down and drop a stern anchor on the ledge, to keep us from swinging inshore. The sunset here was magnificent, the reflection being a brighter hue than the sky. We fished the river before dinner.

Next morning found us heading out into the open sea again, rounding Amphitrite Point and heading northwestward for Lennard Island. We again entered protected waters and stopped at Tofino for gas. Here the Standard station attendant presented us with a Canadian tide and current book in a leather, zipper-enclosed case.

Clayoquot Sound was not as interesting as Barkley Sound. It was full of buoys and beacons, marking the many reefs and shoals. We passed the Christy School, where the Indian children are boarded during the school season.

Smoogy, the Claytons' cat at Ahousat, Matilda Inlet, on Flores Island, inspected the Klatawa from cockpit to dinghy, to bow and into

the cabins and finally to sleep in the shade of the pilot house. The Ahousat Indians do basket weaving, and like to get American silver dollars to make broaches or pieces of jewelry out of the eagle. Little Indian girls wear small gold coins or eagles in their pierced ears.

We anchored in Steamer Cove for the night, noting there was no anchorage marked on our chart. Steamer Cove is on the north shore of Flores Island. The wind whistled around the boat all night, the anchors held firmly. Many otherwise protected coves are subject to these downdrafts.

Heavy cross seas marked the hidden entrance to Refuge Cove near the entrance to Sydney Inlet. The entrance was narrow, and I hoped our navigation was right. The name Refuge Cove has been recently changed to Hot Springs Cove. We replenished our supplies and took on water, which is not the best.

We hiked the mile over a good trail to the hot springs. The springs are 115 degrees, forming a falls and several pools, making them bathtub temperature. The sea breaks into the last pool.

We left with the fisherman and druggers. Off Estavan Point we couldn't make good our course, due to the heavy tide-rip, together with the westerly. We ran for another hour before changing course for San Miguel Island light. The tide-rip resembled haystacks, catching us from all sides, picking the boat up and dropping her suddenly, making her pound and forcing us to cut our speed. One wave caught us with our propeller out of water.

In the wake of Pedar Jensen's troller, we passed through McKay Passage, into Nootka on Nootka Island.

Muchalat Inlet extending westward from Nootka Sound, was most scenic. Bringing the boat in for anchorage at Gold River, with the Skipper heaving the lead line, I forgot I was at the wheel, in the excitement of watching two bears scamper through the grass on the flats.

We rowed ashore, exploring the remaining buildings of a long forgotten logging camp. Across the river scolding crows called our attention to a black bear. Rowing as far as possible up the river, we stopped to fish.

Rowing back down the river, against an incoming tide and a strong wind, our scent was kept away from the bear, still feeding on roots on the flat. We rowed within a hundred feet, calling to him, before he trotted away into the bush.

We tied our bow to the float at the head of Muchalat Inlet, in Matchlee Bay, and threw out a stern anchor. The bay is fresh water, fed by many rivers and streams. The past few days' film of salt spray left the Klatawa under the swish of the Captain's swab. A line secured to a pail provided rinse water.

Back to Nootka Sound, at Friendly Cove, the Neoga was tied to the float. Friendly Cove lived up to its name. The Indians helped us tie up to their float. Henry Jack came aboard with three baskets. We hurried to take pictures of the totems. Indian women ran out with rugs, shawls and baskets. The dye they use to color the reeds comes from Tacoma. I chose a shopping bag, without handles, which grandma put on in fifteen minutes and grandpa collected for. We walked over to the bell from a wrecked ship, and across a nice ball park overlooking the Pacific. The fog was rolling in



off the ocean while the island was still bathed in sun.

Les Smith and Joe Mikus, lighthouse keepers, showed us the San Miguel lighthouse. The horn blows once every 54 and 60 seconds. Les apologized for the blasting of the horn, which we assured him was sweet music to our ears. To the east and south are monuments to Don Quadra and Captain Cook. This is the spot where the treaty between the English and Spanish was signed. The Spanish asked the Indians about the surrounding country, the Indians answered "Nootka," meaning, "around in a circle." Head chief is twenty-one year old Ambrose Maquina. The Indians were using a scout boat for fishing. This resulted in the saving of gas when there were no fish to be caught.

Up Tahsis Inlet to Tahsis. Hand loggers were busy along shore. We kept a constant lookout for submerged drift. A heavy mist covered the channel. After a quick turn around the bay, we headed down through Tahsis Narrows into Cee-pee-see, for gas and supplies.

Laying a course for Queens Cove, Esperanza Inlet, fog began to blot out the island. We tied to a boom at Hansen's logging camp for the night. Chatting with Bill Becker made us decide to back-track to Zeballos, home of the famous Privateer gold mine. Bill arranged for a ride on the logging truck to the logging site, seven miles inland.

Bill Becker invited us to eat in the cook house, where we were joined by Gordon Gibson, partner-owner of the mill and logging camp. Fare was excellent, a huge stack of fried pork chops, sliced beef and turkey, two varieties of potatoes, beets, peas and carrots, tomatoes, followed the vegetable soup. Bread, biscuits, cake, cookies and blackberries for dessert, with steaming pots of coffee and tea on the table. Bill quoted any more than three minutes consumed in eating, was a waste of time.

Next morning the Skipper lost his glasses overboard. A new pair was radioed for, from Seattle, that Thursday afternoon. With the use of the binoculars, and a magnifying glass, he was able to get about.

On the way to Queens Cove we passed a deserted Indian house with an unpainted totem pole overlooking the inlet, a fishing boat lay in its cradle on the beach.

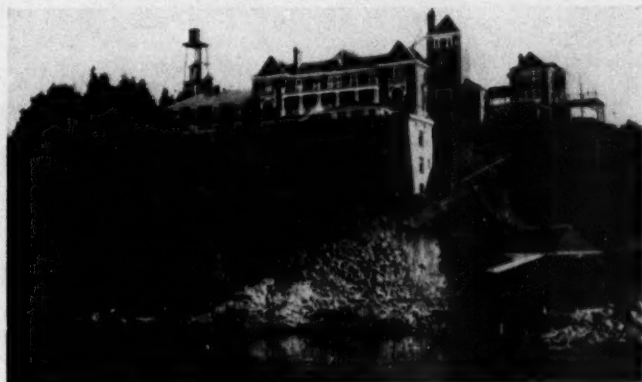
Late afternoon found us tied to Tom Richardson's Standard Oil dock at Queens Cove. Tom filleted us a

red snapper, and filled our refrigerator with chipped ice. Tom cooked shrimp and Connie baked hot rolls for us.

We left Queens Cove around 4 a.m., shortly after witnessing our most beautiful sunrise. Again we were on the open sea. The tide-rips off Cape Cook almost made us change course when abeam of Solander Island, for Checlesate Inlet.

With skill the skipper kept our course.

The entrance to Klaskish Inlet, only a few miles northeast of Cape Cook, is narrow. We went fishing up the river at high tide, catching a nice mess of trout for breakfast. The tide dropped, evening found us wading down the river, dragging our dinghies behind us, laughing at our stupidity.



Points of call for the Klatawa included Benfield with its overseas cable station, (top photo), the little harbor of Tofino, and (lower photo) Refuge Cove whose hot springs is a "must" for cruising yachtsmen.—A. R. Anderson photos.

About noon, I laid a course for Quatsino Sound. It was foggy, with light ground swells marking the reefs.

Blackfish played at the entrance to Quatsino Sound. By the time we tied up at Quatsino, the sun was out. We kept our clocks on Standard time for tides' sake.

We were invited aboard the *Granby*. The Skipper looked over her engine room, examining the engine with his magnifying glass, looking for all the world like Sherlock Holmes, in his red billed cap. The Skipper prevailed upon Mrs. Lind to bake me a birthday cake.

Harry Reade accompanied us to Port Alice with the promise of a trout fishing trip at Victoria Lake. The lake is three miles in, the first mile being steps up the pipe line.

Next day Mr. Reade took us through the pulp mill after which he picked us a pan of raspberries. This Monday afternoon the Skipper's glasses arrived, via air express.

On through Quatsino Narrows, to Varney Bay, leaving next morning for Coal Harbor in Holberg Inlet, location of a whale reduction plant. The smell of oil on the beach was sickening. Due to fog over the Queen Charlotte Islands, no whale were being processed. Three whales were expected in the next day, however.

To pass the time, we took a taxi ride to Port Hardy, meeting a black bear running down the road.

Back aboard the boat we closed

the ports tightly, managing to shut out most of the whale smell. The ship-to-ship channel was turned on, in came the ferry *Concordia* from Bremerton, placing a call. We heard our first news from home.

A 57-foot finback whale was hauled up the ramp the next day. First he was stripped of his blubber, then sliced down the back bone, removing the loin. Large pieces of iron shrapnel were removed. The blubber is used in the manufacture of soap, while the rest of the whale is used for fertilizer. They are about 15 years old and weigh a ton to the foot. Our young guide presented us with a whale tooth and barnacle, and offered to get us a steak, if we waited until "coffee time."

The Canadians use a 1638 k.c. ship-to-ship band, and receive their weather reports from Cape Estavan on 1630 k.c. We would put in these crystals on another trip around the island.

Enroute back through Quatsino Narrows, a tug passed with a whale on either side. These whales even smell in tow.

At Winter Harbor we met Edward Malin, anthropologist from the University of Washington. Tuna fishing was reported good off Estavan.

Next morning we left the barge at 3:00. The reefs broke in the quiet swells. Our B.C. Pilot and tide books advised us to hit Nahwitti Bar, at slack water, due to the 1-3 knot current, and the drift which collects in the tide-rips. Comparing stories, we decided to hit Cape Scott

at slack water. We picked up a light southeasterly, checking each point. At Cape Scott there wasn't a ground swell. It was raining quite hard now. We begin to see our first drift. The wind changed to North-east and the *Klatawa* took spray for the next few hours.

We had rounded Cape Scott. It had been easy. Our adventure was over: here on, we knew what to expect. We hit numerous tide-rips, all pretty strong, dodging drift, all the way into Alert Bay, where we gassed up and filled our water tanks.

At the Standard Oil dock the *Misty Waters*, *Squatsie IV*, *Gwendolyn*, *Tahuna*, *Clarue* and *Wahe-neni*, all Seattle boats, were tied for the night.

Pictures were taken of the totems in the old Indian cemetery. Here we developed radio trouble, which was readily fixed next morning.

Leaving about noon we dodged drift past Port Hardy and Port Rupert. The going was good although Johnstone Strait can get awfully messy in the late afternoon.

We passed through Whirlpool Rapids, Green Point, and went through the Yucultas, past Dent Island, which was running a good six knots. We crept through, watching a gil-netter play the eddies close to the right hand shore of the channel, until he stood still, then he headed across channel to the other side of the Island, beating us through the rapids by hugging the port shore.

Darkness was closing in fast, with some fog. The course was changed and we headed back to Phillips Arm for the night, running the Yucultas again next morning.

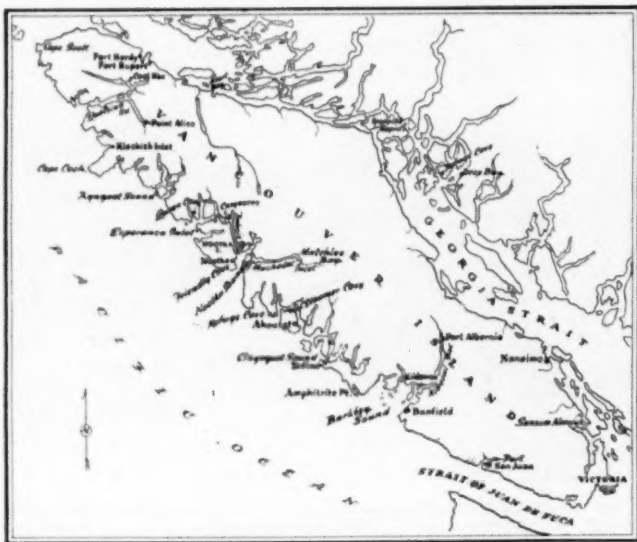
At Refuge Cove, Redonda Islands, we picked enough blackberries for a pie and a batch of jam.

Deep Bay in Desolation Sound is one of our favorite anchorages. A lake lies 1500 feet back from the beach, with excellent fishing and swimming. The trail is good, with boat portage for your skiff. Oysters and clams are abundant at half tide.

Hardy Island is another well known spot. The deer ate out of our hands. This year we saw a young fawn with white spots on its back. Tom Brazil entertained us with the same fantastic stories of previous seasons. Tom's brightly colored makaw, Barbara, talked and did the hula.

At Pender Harbor fishing was very good just inside the harbor. Back at Garden Bay we found Hal

(Continued on page 43)

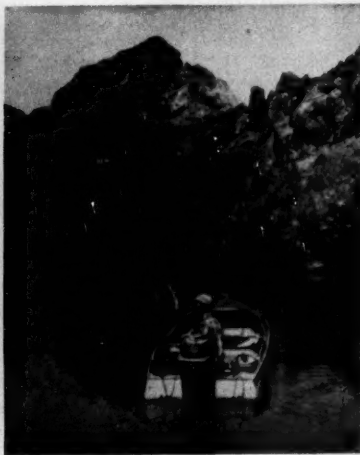




## Spectacular Mojave Canyon

At Topock, Arizona, is one of the most colorful, scenic, and accessible smaller canyons along the lower Colorado River. The only way to know its beauty is by small boat. The accompanying photos were taken by Clinton R. Hull in an overnight trip to this little known canyon.

- (1) There is an excellent free launching ramp and beach at Shorty's Camp. The Rolon carrier handles the 200 pound boat with ease.
- (2) Below the bridges the spires of The Needles stand silhouetted in the morning sun.
- (3) Mandarin Rock juts upward from the Arizona side in Devil's Elbow.
- (4) Dinosaur Arch rides the skyline near Mojave Rock on the Arizona shore.
- (5) Dark pools and rocky walls shelter plenty of fighting bronzebacks.
- (6) The writer tries plugging one of the many spectacular feeder canyons.
- (7) Chaun Maxfield brews a pot of java in the writer's car-top cabin cruiser on an overnight jaunt into the canyon.





Yachts of the Ocean Racing Rule class crowd the weather end of the line in light airs during the start at Newport.

## "Skylark" Wins Newport-Ensenada Race

**S**KYLARK, 53-foot yawl, showed the way for 138 yachts in the fourth annual renewal of the world's greatest blue-water event, Newport Beach to Ensenada, 140 miles, May 3-4, arriving at the Mexican port first, beating the pre-race favorite and last year's winner, the Navy's 88-foot yawl, *Saluda* by two minutes and hinting at possible further honors this summer for her owner-skipper, Donald B. Ayres, in the Transpacific Race to Honolulu. Skipper Ayres is commodore of the Transpacific Yacht Club.

The speedy yawl took five major trophies: Newport Ocean Sailing Association—sponsor of the race—for first to finish; New York Yacht

Club, first divided rig yacht; NOSA trophy for first heavy-displacement yacht; NOSA trophy for first association yacht to finish, and Governor of Ensenada trophy.

The President of Mexico perpetual trophy, ocean rating, was won by the *Mara*, 32-foot sloop, Barney and B. C. Huber, Balboa Yacht Club, Class C ORR, 24.7 rating; 6:22:17 time allowance. *Gale*, 30-foot sloop, Gale A. Ford, captured the President of the United States trophy, in Arbitrary handicap. The Cabrillo Beach YC yacht had a time allowance of 7:39:20, Class C.

Governor of California trophy, in Arbitrary, went to the 40-foot ketch, *Kelem*, David Commons. Altogether

there were nine perpetual trophies awarded and 20 take-home awards.

The fourth annual renewal was the greatest to date. All connected with the organization and details of the race, gave full praise to its originator and this year's general chairman, Cliff Chapman. This year he gave up the presidency of NOSA to Harry McKinney, Jr., who also contributed a great deal, and was official host at the President's Ball, at Riviera del Pacifico, Ensenada.

Robert M. Allan, Jr., did his usual efficient job as Race Committee chairman, as did George Michaud as entry chairman. Safety was in charge of Jim Webster and Haul W. Hiller.

## "Soliloquy" Takes the Long Way

**W**HEN Don B. Ayres's 54-foot yawl, *Skylark*, slid past the Navy's big *Saluda* early Friday morning, May 4, he was taking a firm hold on a large share of all the hardware that was to be won in the fourth running of the famed Ensenada Race. Behind the *Skylark* were the 137 other starting yachts, all driving for the Bay of Todos Santos from almost every possible sailing point. A lot of strained arms and soaked rigging could have been

by Paul Harder

saved had everyone known how really well Ayres and his crew had sailed the *Skylark* in the 22½ hours it took them to reach and run from off Newport, California, to Ensenada, Mexico.

As it turned out, however, few boats tossed in the towel until the finish line was crossed. Several had stood far out to sea during the night of the third, hoping to catch the high

winds of an expected storm front. Others closely hugged the coastline—hoping for a calm at sea and a light shore-wind. But "the slot"—a course taking the boats some five to ten miles to sea off the Coronados Islands—turned the tables on both the blue water sailors and those staying inshore.

Writing from the vantage point of Wes Smith's magnificent 12-meter, *Soliloquy*, usually assures you of continued close contact with the



fastest boats the West Coast has to offer. The Ensenada Race would have been no exception had we not gambled on catching stronger winds to sea and instead stayed in "the slot." The hoped-for result was that we would, though sailing a much longer course, be favored by strong winds to sea during the night and by morning be off Ensenada and heading inshore for the finish. Walt Elliott's *Escapade* gambled in 1950 and made it pay-off.

**NOON, MAY 3:** A southerly wind of eight knots stirs *Soliloquy's* Long Beach Yacht Club burgee. A light haze blowing in under an overcast sky has cut visibility to about two miles. The fleet of 135 boats reaches down on the committee boat, Paul Whittier's *Paollape*. A blast of horns and thousands of feet of line are winched in up and down the fleet. No driving start, this, but a rather unimpressive mass of boats drifting along on the starboard tack at two to three knots, the only signs of real excitement being at the windward end of the line where the normal light-wind jam of twenty boats takes place.

K. P. Schmidt's 10-meter, *Hilaria*, is well to leeward and moving out in excellent condition, handily passing *Saluda*, the Navy's 90-foot yawl, Chas. Schimpff's *Evening Star*, ourselves and *L'Apache*, which is just to weather of us.

**2:00 P.M.:** Southerly wind has freshened slightly and our kenyon hangs close to 3½ knots. Fleet is now well spread both fore and aft and in-shore and off-shore. *Hilaria* stretches its early lead in clear wind and is now well ahead of the fleet. All craft are under light weather canvas and heading southeast on a

close starboard reach—some angling more to sea are close-hauled. Ahead of us are *Saluda*, *Hilaria* and *Evening Star*—all slightly to leeward—while, to weather of us and slightly ahead of us are Dr. Don Barber's 10-meter, *Branta*, *Odessa* and several PCC's. The haze cuts most of the fleet astern from view.

**4:00 P.M.:** The wind, though still fluky, has freshened considerably and hauled slightly westerly, increasing our speed to nearly five knots and giving us visibility of five miles or so. Westward, the big cutter that did so well last year, is sailing a course well to leeward of the rest of the larger boats and has now moved abreast of ourselves and *L'Apache*. *Hilaria* has also held a course slightly to leeward of the rest of the fleet and is now far ahead of even the *Saluda*. In order behind *Hilaria* are *Branta*, *Odessa*, *Saluda*, *Soliloquy*, *Westward*, *Evening Star* and *L'Apache*. With the freshening wind, however, the *Saluda* is very noticeably moving up through those ahead of her and we are gaining on all but *Saluda*.

A radio report has been received stating that winds of from 10 to 20 miles are blowing seaward off the Coronados Islands—still some 70 miles ahead of us. The *Saluda* heads slightly out to sea from her original course and the rest of the first eight or ten boats leading the fleet begin dividing into two still ill-defined groups; one holding to the feeling that a delayed storm to sea will not materialize and that the shortest course to Ensenada will be the quickest; the other subscribing to the belief that the southerly wind should increase offshore and that when it does the course can be cor-

rected to permit better sailing conditions on the broad reach needed to raise Ensenada. It should be added that bolstering the feelings of the latter group was the new course of the *Saluda* and the weather report relayed from boats off the Coronados Islands.

We decide to go to sea and gradually pull seaward of *L'Apache* and *Westward*.

**7:00 P.M.:** We broke out our spinnaker at 4:30 and picked up half a knot in speed by so doing. Originally set on a close reach, we are now sailing a little more before it, the wind continuing to haul westerly during the afternoon. All but a few of the boats within sight of us broke out spinnakers within 15 minutes of the time ours was set.

The haze and overcast broke away entirely just before sunset, enabling us to see scores of boats spread out behind us, their sails just dark pyramids silhouetted against the red band on the horizon. None are distinguishable by name even with the glasses, though by sail outline we can tell that many of them are PCC's, Island Clippers and California 32's.

The *Saluda*, its enormous mast-head spinnaker billowing way out to leeward, has now pulled at least three miles ahead of us and now leads the fleet. *Hilaria* is perhaps a mile and a half ahead of us and to leeward, followed by *L'Apache*, who slipped under our lee once she had set her big spinnaker, *Evening Star* and ourselves. Both *Odessa* and *Branta*, though still slightly to weather of us, have now dropped behind us somewhat.

The base course to Ensenada, going slightly to sea off the Coronados, is about 135 degrees. We are



Aboard Wesley Smith's 70-foot cutter, *Soliloquy*: Left, all hands watch the competition astern shortly after the start. Right, setting the spinnaker, sunrise, May 4.



now holding a course of 145 degrees and as the weather lightens, we head even more southerly in an effort to keep the spinnaker drawing. This is setting us far off our base course, but we still are moving along at better than four knots.

**MIDNIGHT:** With the setting sun went our last good look at our relative position and course. As darkness settled over the ocean, one boat after another dropped from view. If they were close enough, we could see their running lights, but as the hours passed and the wind dropped and courses altered, even these indicators were lost in the dark so that now we find we are apparently quite alone.

The bright skyline of San Diego is somewhat astern and those six men on deck strain their eyes for a glimpse of the Coronado light. Wes Smith flicks on the receiver from time to time, checking on the conditions in other parts of the fleet. At nine we listen to the Coast Guard weather report but hear nothing about the reported storm off-shore.

The wind has dropped to a point where we scarcely hold steerage way. Our course has varied from 150 to 160 degrees in an effort to keep our spinnaker drawing slightly.

**6:00 A.M.:** The gurgles, slosh and slap of water outside the hull lulls you to sleep quickly. You awake refreshed and expectant of finding your competition a fluffy line of sails on the horizon astern.

Instead we see in the gathering sunlight nothing but sea and sky. In the purity of the earliest morning air would be detected a mountain peak far inshore and ahead of us. Not a glass aboard could raise

anything that would indicate where we were in relation to either the fleet or Ensenada.

We are now sailing on the port tack, the spinnaker has been replaced with the Genoa jib and the northwest wind is rolling us along at four knots.

The receiver is turned on and reports from patrol boats and the rest of the fleet come in. All but the first group of boats of the night before have been accounted for but ourselves. Even those patrol boats standing far to sea of the rest of the fleet can't see the tall rig of the *Soliloquy*, so far to sea have we sailed.

**10:00 A.M.:** We altered course in a rapidly freshening northwest wind and are now driving along at six knots on a course of east-northeast. We have been moving in about this fashion for four hours and still have seen nothing of the rest of the fleet. The sun has lifted a slight haze so that the mountain peak once visible is now obscured. The radio reports indicate that several of the boats, led by the *Saluda*, are within sight of Ensenada and are expected to finish shortly. The glasses are in continual use as we strain for some glimpse of other boats or the mainland.

From all this, it is obvious that we held our seaward course too long—how much too long remains to be seen. We have now traveled a minimum of 25 miles on a course of about 70 degrees—thus we've executed in six hours a change of course of over 90 degrees!

**1:00 P.M.:** We caught sight of our first boat shortly before 11:00 and overhauled her quickly. She was a small schooner traveling at maybe

four knots. We were moving at perhaps twice her speed and so dropped her astern quickly. The mainland came into view at about the same time and we found that we were headed directly for the entrance of the Bahia de Todos Santos on which is situated the town of Ensenada. With the aid of the glasses we could see several other boats sailing down the coast on courses at about right angles to ours. All were craft to whom we gave a number of hours and most of them were beating us boat-for-boat. From a competitive point-of-view, our spirits were low. But with the ever freshening wind the joy of being at sea was increasing.

With the wind blowing a good 18, the genoa was replaced with a working jib. Our mounting bow and stern waves merge with the growing chop and leave twin rows of foam behind us. The kenyon reads  $6\frac{1}{2}$  knots. The sun has long since burned away the damp of night and with sheets started and the light sail in, most of the crew is stretched out on the rolling deck. Now that at least half of the fleet is in, we can enjoy sailing to its fullest, not worrying about that extra one-tenth knot that a change in canvas would give us.

The *Soliloquy* finished nearly two hours later. She had gambled and lost and as a result ended up at least fifty miles west of Ensenada at daybreak. Had medals been awarded for the boat sailing the longest course in reaching the finish line, we could have won them hands down. As near as could be calculated, we had sailed nearly 200 miles to cover the 135-mile stretch of water—and all of it had been down-wind.



Trophy time at Ensenada: (From left) Donald B. Ayres earned five of nine big trophies when his *Skyhawk* finished first. Next is Barney Huber (*Mara*) who was presented with the President of Mexico's Trophy for the best corrected time by Major General Juan Esquivre of Mexico. In center background is Harry McKinney, Jr., president, Newport Ocean Sailing Association. In right photo Gale A. Ford (*Gale*) is presented with the United States Perpetual Trophy for first honors in the arbitrary handicap by Rear Admiral Wilder D. Baker, U.S.N., commandant, Eleventh Naval District, San Diego.



## Seattle Opening Days

1. Brilliant sunshine bathed a colorful pageantry as more than 750 boats paraded from Portage Bay through the Montlake cut into Lake Washington May 5 in an impressive opening day's spectacle.

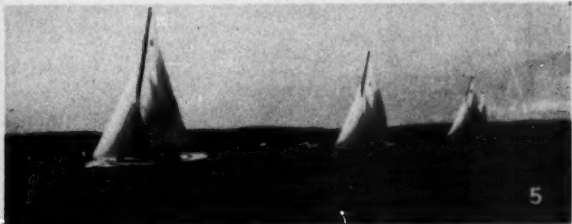
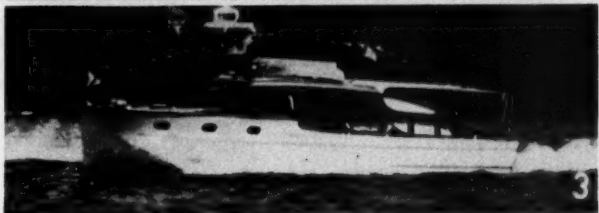
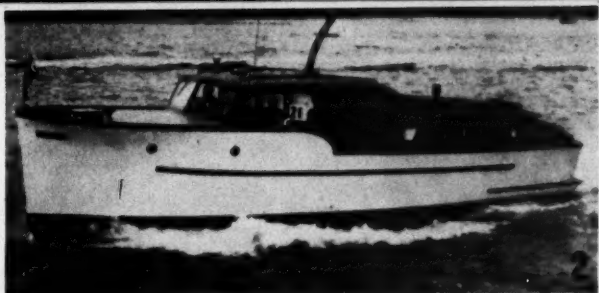
2. With only 0.12 per cent error, E. H. Wilson's *Haru* of the Rainier Yacht Club won the Class A predicted log race around Mercer Island.

3. Dr. E. J. Powers *Nautilus*, Seattle Yacht Club, took first place in the Class 1 division in the same race.

4. Spanking breezes favored opening day sailing races. The black-hulled *Alafala* led the Class AA cruising class, but Dr. Carl Jensen's *Amerita* placed highest among 132 sailboats to win the Seattle Yacht Club's Mark Mayer Trophy Race.

5. H. W. Withington's *Koon* led the Evergreen fleet to an easy win.

6. Commodore Philip Smith of the Seattle Yacht Club reviewed the huge fleet from the stern of the *Gossip*.



## Gold Cupper Unveiled at Portland Opening Days

by Lawrence Barber

**F**IRST public showing of Portland's new competitor in the 100-mile-an-hour unlimited hydroplane class featured the joint season opening of Portland area yacht clubs on the Columbia river April 28.

*Quicksilver*, the 31½-foot two-step hydroplane built by Orth Mathiot, Portland tug and barge operator and old-time racing boat driver, from plans drawn by John Hacker, Detroit, made a number of short bursts of speed before a crowded fleet of pleasure craft and demonstrated that his 1735-hp. Rolls Royce engine has a tremendous potential output.

Mathiot expects to enter the boat in the Gold Cup races at Seattle this summer and possibly in other contests.

"I don't expect to beat the *Slo-Mo-Shun IV* when it is at its best, but I don't expect to be among the tail-enders this year, either," confidently said the owner-driver. Mathiot said he believes he can take the measure of most of the eastern boats.

Mathiot is one of the few remaining speed-boat artists left from the pre-World War I period when he competed on the Columbia river and elsewhere on the coast with the fastest boats of that day. Now well

past the half-century mark in age, Mathiot plans to train a crew of younger men to take the wheel in gruelling contests such as the Gold Cup. The army took the first driver he trained.

*Quicksilver* is built of plywood, heavily framed to withstand punishment. The engine is a Packard-built war-time Rolls Royce which came out of surplus. A new engine, identical with the present one, is being groomed to take the place of the present engine before the Gold Cup trials.

The opening day demonstration was marred by rough water caused by the churning of 200 cruisers and sailboats and by rain squalls that took the place of 26 consecutive days of sunshine leading up to the day. Mathiot's boat shot entirely out of the water upon numerous occasions during his brief runs and when he put the boat away he declared it was by far the roughest water he had been in.

A match race between the *Quicksilver* and a Seabee plane flown by Jack Loney of Loney's Aero-Marina, Inc., Portland, was interesting, yet proved nothing because the boat was unable to maintain sustained

speed under the conditions. Observers estimated the *Quicksilver* hit 100 miles an hour for short bursts, however, and the plane had difficulty in keeping up.

Portland, Columbia River and Rose City Yacht clubs joined in the opening day boat parade before Ken Rodger's 110-foot *DeEtta*, the official boat of the day. Walt Peterson, of Columbia River Yacht Club, won the trophy for best decorated boat with a myriad of hand-made flowers and festoons on his 30-foot cruiser, *Gisela*.

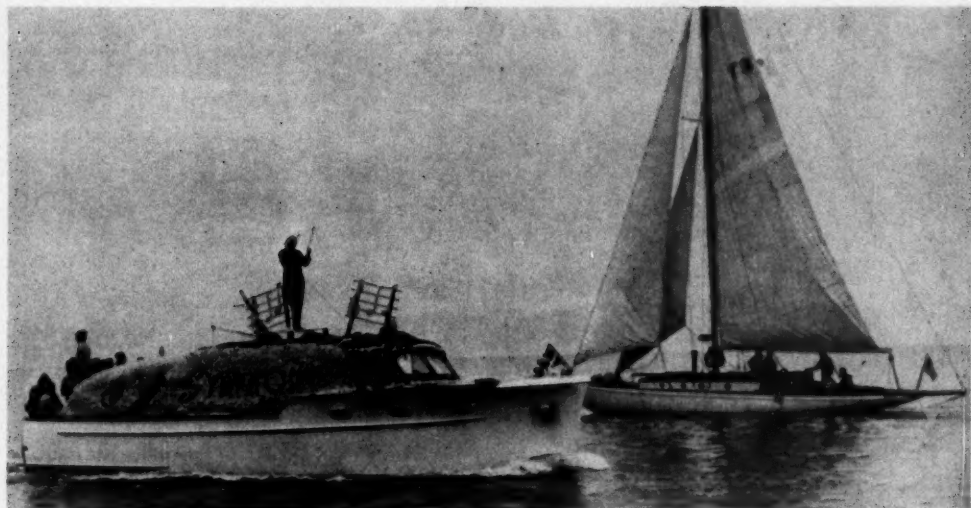
Columbia River Yachting Association, headed by Robert H. Calef, president, sponsored the joint opening. Calef was father of the plan, which was adopted following his visit to Seattle in 1950 to witness the Seattle opening day parade and races. Mr. and Mrs. Dale Cogshall, Seattle, represented that area at Portland's opening this year.

Judges for the boat parade were Capt. Gordon Parr, representative of the 13th naval district; Capt. Hans F. Slade, captain of the port, and Capt. John R. Coiteux, Coast Guard merchant marine inspection officer at Portland.

Sailing races billed for the day were started but finally called off owing to a lack of wind. They will be held later.



*Quicksilver* takes a turn through the pleasure boat fleet at Portland's opening days ceremonies. George Brice's 46-foot cruiser lies in the immediate background.



A lovely floral creation—San Juan Symphony—won first prize for Judd and Hollis Day's *Bella*.—Ken Oller photos.

## Huge Fleet in Tacoma Daffodil Parade

by Ken Oller

**W**ITH Norm Runions cracking the whip, the annual Daffodil Boat Parade took on some new life this year. By the morning of the parade the Tacoma Yacht Club was a beehive of activity, with everybody screaming for daffodils and more and more boats making plans for being in the parade, decorated or not. Many boats completed their decorations on the way to the starting line.

Ev Landon had aboard his *Black Hawk* the Queen and her attendants, plus all the visiting flag officers from the various Puget Sound yacht clubs, including the commodores, Perry Thompson from Bremerton, Calvin Eddy from Rainier, George Miller from Corinthian, and Frank Clup, Jr., from Olympia. Vice commodores included Rhodes Spencer from Queen City and Dr. J. J. Frits from Everett.

Just prior to the start of the parade the *Black Hawk* took off for the reviewing point at the Old Tacoma dock and at 1:30 p.m. the parade got under way from the picnic beach at Point Defiance. With close to 100 boats, led by Commodore Otto Johnson in his *Seaesta*, the parade passed by the Pt. Defiance pavilion and on down along the waterfront, lined with parked cars viewing the parade. To the reviewing boat at the Old Tacoma dock.

Honors for the best decorated boat went to Judd and Hollis Day on the *Bella*, with Rudy Muehler on the *Winifred III* taking second place, and Commodore Otto Johnson on the *Seaesta* taking third. Any of the many other decorated boats could have equaled the winning three, and it was a difficult job for the judges to choose one boat as the best. The Tacoma Yacht Club can look back on 1951 as the year in which the Daffodil Boat Parade really came into its own.



Daffodil dignitaries cruised aboard Ev Landon's *Black Hawk*. Shown here is the daffodil queen, Elaine Chipps, her attendants, Belle Huntington and Dolores Robinson, flanked by Mayor John Anderson of Tacoma, Landon, and Commodore Perry Thompson of Bremerton Y.C.

There was also a sailboat race, which though there were 17 boats participating, did not have the same luck as the power boats. The wind fell flat after the first two legs and ended in a floater with Gov Teats' *Reverie* taking first place over *Ripples* and *Coquette*.

### Overtime Customs Service Planned at Friday Harbor

An arrangement to reduce the high overtime charges for boats passing through Friday Harbor, Washington, on Sundays and holidays has been worked out by the Northwest Marine Industries.

For a period from June 17 to and including Labor Day, from 9 a.m. to 5 p.m. P.S.T., this year there will be a \$2.00 per boat service fee, excepting boats of Canadian registry. Seaplane operators also are entitled to this service and are not required to telephone in advance for permission to land during the periods mentioned. In previous years an overtime charge for a boat might amount to as much as \$70.00.

The Northwest Marine Industries are underwriting this program again this year through a committee consisting of Frank Morris and R. E. Landwehr with the cooperation of Howard MacGowan, collector of customs, and Joseph Green, deputy collector.



## Tacoma Women Break Tradition, Run Two Predicted Log Races



*Julie Girl*, with Dorothy Phillips at the helm, won the first Shipmates Race at the Tacoma Yacht Club.

**A**PRIL found three other events taking place in Tacoma besides the Daffodil Boat Parade. On April 15 the Squadronettes of the Tacoma Power Squadron held a predicted log race as a shakedown for the Shipmates race of the Tacoma Yacht Club ladies auxiliary the following weekend. With the lady skippers at the wheel and figuring their own races, seven boats turned out.

At the final accounting after running a course from off the smelter dock to Browns Point and into Quartermaster Harbor and return-

by Ken Ollar

ing to the finish line, approximately 17 miles, the *Leisure*, with Marie Williams at the helm was adjudged the winner.

April 22, the first race of its kind, the Shipmates race, was held and 17 boats turned out. The lady skippers did a first-class job of navigating and put to shame many of their husbands when it came to the errors turned in at the end of the race. Dorothy Phillips in the *Julie Girl* showed her transom to the fleet in more ways than one, not

only the fastest boat in the fleet but the most accurate. Marvel Malacky in the *Susan Lynn* was second and Ruth Gaudreau in the *White Spray*, third.

Also on April 22 the sailboat fleet held their fourth Rowland Race and with the light airs that existed were barely able to make it a race. Dick Williams with his *Coquette* took first honors and Jack Evans in the *Lorelei* took second.

## Elgin Gates Wins Sammamish Slough Outboard Classic

**D**RIFTWOOD alley, as the 12-mile stretch of the narrow, tortuous Sammamish Slough is sometimes known, was conquered by a newcomer to the Northwest during the famous slough race held April 8. Elgin Gates, a racing veteran from Needles, California, and now a Seattle resident, was the overall unlimited winner of the classic sponsored by the Seattle Outboard Association.

His margin over Al Benson, who placed second in the unlimited overall class, was less than one second. Benson, last year's commodore of the association, tried valiantly to retire the Ben Paris Trophy with a third victory in this event.

The race this year was run in two heats. The first heat started at the Sand Point Yacht Club, Lake Washington, finished at Lake Sammamish. The second heat reversed the course.

Following is a summary of places in all classes:

A Utility—Art Louie, first; Robert Battie, second; Cliff Plazman, third.

B Utility—Richard Schroeder, first; Warren Kelly, second; Ken Louie, third.

B-2 Utility—Ned Brainerd, first; Johnny Sangster, second; Ed Birke, third.

C Utility—Clayton Shaw, first; Ralph Taylor, second; Marv Speering, third.

D Utility—Ernie Sigler, first; Jerry Lampkin, second; Bob Jacobsen, third.

F Utility—Art Losvar, first; Robert Sceering, second; Ed Jacobsen, third.

D-2 Utility—Pipe Howard.

Unlimited—Elgin Gates, first; Al Benson, second; Carl Biber, third.

### Columbia River Yacht Club

Columbia River Yacht Club, Portland, elected W. L. Marsh as its 1951 commodore recently. Other officers are Arthur T. James, vice commodore; Kenneson H. Brooks, secretary-treasurer; Cliff Andrus and Rudie Palitzsch, directors; Charles Ulrich, rear commodore.



Up the Sammamish Slough: Here Elgin Gates leads, with Jerry Lampkins from Sun Dial Beach, Oregon, close behind. The third boat is Ken Louie, Seattle.





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## Route for International Cruiser Race Announced

**I**NTERNATIONAL Power Boat Association delegates representing seventeen yacht clubs of British Columbia and Puget Sound areas met at the Queen City Yacht Club May 5, for their spring meeting and heartily endorsed the race plans and rules for the Twentieth International Cruiser Race to be run July 28 and 29 from Vancouver, B.C., to Seattle, Washington.

It seems certain that at least 200 or more cruisers from these respective clubs will be on hand to vie for placement and prizes at the Burrard Yacht Club on the Saturday preceding the start of the race. Entries for the 1950 race from Everett to Victoria, one of the shortest International Races ever run, numbered 154 cruisers. Thus this year's race with an estimate of over 200 entries, and being run for the first time from Canada to the United States, promises to be the biggest in the annals of this popular predicted log cruiser race.

The race course as shown was selected by the rules committee to encourage skippers returning from their vacations to enter the race and come home on the run, and also to give the effect of a return engagement for the Canadian clubs to finish the race for the first time in American waters.

The race begins at Control Point No. 1, Burnaby Shoal Light in Vancouver Harbor, via Georgia Strait to Control Point No. 2, Mary Anne Light, Active Pass; Swanson Channel between Speiden and San Juan Islands to Control Point No. 3, Pole Pass Light between Orcas and Crane Islands; Harney Channel through Peavine Pass, Rosario Strait, Burrows Bay, Deception Pass to Control Point No. 4, Hope Island Light; Skagit Bay, Saratoga Passage to Control Point No. 5, Sandy Point Light off Whidbey Island, and finish line Control Point No. 6, Meadow Point, Shilshole Bay, immediately off Golden Gardens at Seattle.

Following the completion of the race, cruisers will proceed to Queen City Yacht Club moorage on Portage Bay where skippers and observers will turn in their logs and clear customs and immigration.

A new innovation on reporting results of the race will be placed into effect for the first time this year. As a cruiser's predicted log is completed and approved by the judging committee its percent error



will be posted on a "fish ladder" board in the clubhouse, enabling participants and their crews to watch the scoreboard and compare their results with others until final completion of all logs name the over-all and place winners.

The host club, Queen City Yacht Club, who will be ably assisted by Seattle, Rainier, Tyee, and other clubs in the immediate vicinity, announced plans to accommodate at their moorage all cruisers and entertain their skippers and guests with an open house and dancing Sunday evening.

### Sayres Readies Boat For Defense of Gold Cup in Seattle Race

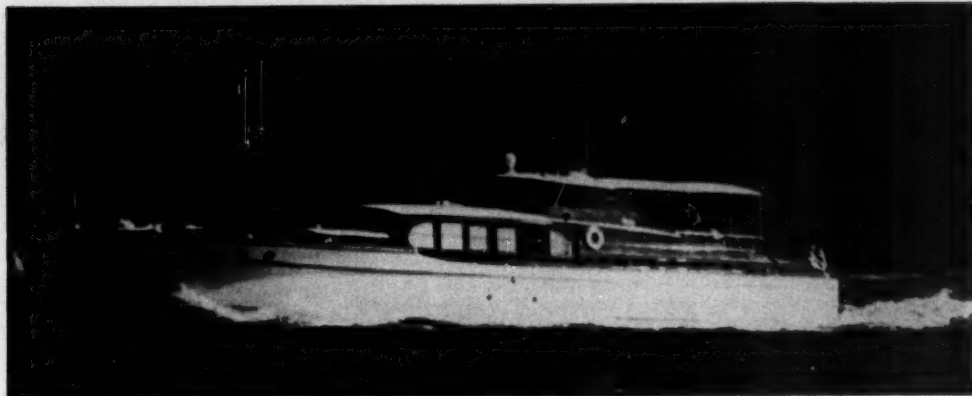
**U**NLIMITED class boats are being readied to race against Stanley S. Sayres *Slo-Mo-Shun IV* during the Gold Cup classic at Seattle on August 4. Sunny skies in April saw Sayres'

craft speeding over the blue waters of Lake Washington in an early-season warm-up.

J. O. Schoenith of Detroit has filed an entry for his new hydroplane, *Gale II*. This was designed by Dan Arena as a prop rider and is now nearing completion at the designer's boat yard in Mt. Clemens, Michigan. Power is a single Allison aircraft engine. The unlimited will be driven by the owner's son, 21-year old J. Lee Schoenith, who, with his father, campaigned *Gale I*, the old *Notre Dame*, in 1950.

Morlan Visel's *Hurricane IV* from Los Angeles has been completely rebuilt, and the 28-footer will be tested on Lake Mead, Nevada, early in June.

The original challenge making the Gold Cup race possible was tendered by the East Point Yacht Club, Freeport, New York, on behalf of Guy Lombardo's *Tempo IV*. The Seattle Yacht Club had filed a notice of intent to defend the historic cup last August on behalf of Sayres' boat.



The Westlake takes a trial trip in waters near Stockton.—Don London photo.

**Boat - of - the - Year -**

## **The 85-Foot Luxury Cruiser "Westlake"**

**W**HEN \$200,000 of gorgeous marine beauty, the finest yacht to be built in northern California in 20 years, slid into the water at Stephens Bros. Inc., Stockton, last winter, it was a boy's dream come true.

Of course the boy was a man now—Henry Doelger, San Francisco millionaire—but his yacht, *Westlake*, was a dream for anyone, man or boy, to be proud of.

Interested in the sea since boyhood, Doelger parlayed a carpenter's hammer and saw into a multi-million dollar home development, *Westlake*, in Daly City. Having the means and a love of the sea, what was more natural than to build a beautiful yacht?

"I became interested in yachting in a serious way about four and a half years ago," Doelger told *Pacific Motor Boat*, "when I bought an 18-foot runabout and started speed boating on Clear Lake.

"This proved to be so much fun, and such a healthy sport, that I purchased a 25-foot Chris-Craft Sportsman. Later on, getting interested in the possibilities of cruising on the Bay I got a Higgins 34-foot Commando, and finally I worked into the larger yacht class by buying the 46-foot Chris-Craft, *Dragoon*."

Doelger is a member of the Sausalito Cruising Club and the Grindstone Joe Association.

*Westlake*, designed and built by

Stephens Bros. Inc., Stockton—Ted, Barre, and Dick, and their skilled staff of craftsmen—is 85 feet long with a beam of 18 feet. She displaces 140,000 pounds. Arrangements for the construction of the *Westlake* were made through the offices of Bauman Brothers and Miller, San Francisco and Sausalito yacht brokers and Stephens dealers in that area.

Says Dick Stephens, who designed her, "From her cruiser bow with its beautiful flair, to her transom stern,

*Westlake* has a simple, straight-forward design. She is practical and modern throughout—modern, yes, but with no sacrifice of utility.

"The hull design is of the conventional displacement type, making her seaworthy and easily driven. Since Mr. Doelger wanted a sea going cruiser, the center of gravity is low.

"Excellent vision is obtained from the pilothouse, which is placed somewhat aft so that it will be dry."

The hull is sturdily built, using modern construction methods. The



Main salon of the Westlake, with Henry Doelger, owner.

keel is 6½-inch fir, net. The keelson is laminated, and the 6½-inch stem is apitong. Frames are 2¼ by 2¼-inch bending oak on 10-inch centers. Planking is of 1¼-inch Douglas fir, vertical grain. The boat is fastened with Everdur fastenings throughout. Most of the hardwoods for the *Westlake* were supplied by White Brothers, with a number of important hardwood items being furnished by Jones Hardwood & Plywood Co.

To give rigidity to the hull there are eight full length stringers, 2¼ by 4½-inch fir. There are also four full length engine stringers, 3½ by 16 inches at the greatest depth (moulded). These are reinforced at the engines with 3¼-inch oak.

There are four watertight bulkheads made of 1½-inch marine plywood. No deck beams are used, the decks being formed of moulded marine plywood, 1¾-inch thick on the side decks. The foredeck is of 1¼-inch moulded plywood.

Dick Stephens explains that this gives greater headroom, watertight construction and greater rigidity. This type of construction is featured on all Stephens cruisers. All decks are covered with ¾-inch teak, caulked and puttied with Kuhls caulking and seaming compound.

The transom is doubled planked mahogany over cedar. Sidewalls of the craft are solid Honduras mahogany 1¼ inches thick. Hardware for *Westlake* was mostly manufactured by Stephens Bros., but round port lights were provided by Kainer.

Sleeping accommodations are provided for the owners, four guests, and three or four in the crew. There are three staterooms.

In the owner's stateroom, aft by

the cockpit, are two three-quarter berths which have U. S. Rubber Koylon foam rubber mattresses, two large walk-in wardrobes, two dressers and a vanity. It is carpeted, wall to wall.

The owners have a private bathroom with stall shower. Here's where one of Doelger's ideas came in. In order to conserve fresh water on a long cruise, the shower water can be either fresh or salt. The temperature of the shower water is thermostatically controlled, and the shower is enclosed in a decorative glass shower door. The toilets and washstand are by American Standard. The craft is equipped with two Fairbanks-Morse water pressure systems. The private bathroom is floored with rubber tile. All bathrooms are panelled with Marlite plastic finished wall panels, furnished by Strable Hardwood Co., Oakland.

Forward of the owner's stateroom is a passageway running through the boat to the main salon. To port and to starboard of this passageway are the two guest staterooms. One of these is equipped with a full length double bed, and the other has full size twin beds. Mattresses for these beds are U. S. Rubber Koylon foam rubber. Both are tastefully decorated in pastel shades.

Guests will share a bathroom, which is identical with the owner's bathroom.

At the forward end of the passageway is a powder room, with vanity, toilet and wash basin. Access to the powder room from the main salon is had by walking down a circular staircase. Ventilation of the powder

room is provided by a Willis blower.

Up the circular staircase is the main salon, 16½ by 14 feet. This room features large windows, with venetian blinds and drapes, and it is carpeted bulkhead-to-bulkhead over rubber.

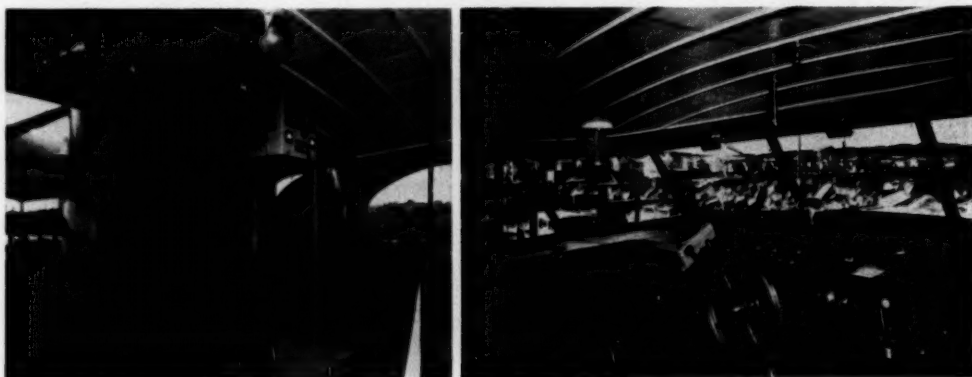
Two large sofas, upholstered in golden material, and two easy chairs in persimmon shade, give a distinct air of luxury. Feature of this salon is a magnificent built-in bar, with hot and cold water, ice box, towel and glass racks. Provision has been made for a large television set.

Decor in the main salon is natural light mahogany with a rubbed finish. Ceilings in this salon, as well as throughout the boat, are covered with sound-deadening Cushiontone.

Forward to the port side in the main salon is another circular staircase which leads to the dining salon, featured by a large U-shaped dinette, around which 12 people may be seated. Upholstery of the dinette is United States Rubber's Naugahyde plastic upholstery, cushioned with Koylon. Naugahyde and Koylon were furnished by Keystone Bros., San Francisco. Walls are of combed, grey plywood, with a white high-light finish. The floor is covered with rubber tile. Headroom is eight feet.

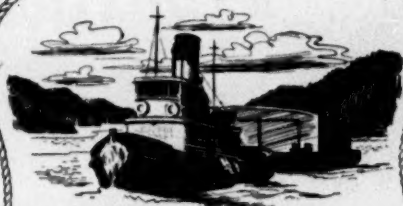
Through a swinging door one passes into the spacious galley, on the port side of which is a walk-in electric refrigerator and a deep freeze. Against a bulkhead is a 4-burner O'Keefe & Merritt butane stove with oven.

On the starboard side is an 8½-foot stainless steel drainboard, with garbage disposal unit and opposite this is a washing machine. The floor



The well-equipped pilot house is panelled in hand-rubbed walnut. At left is a rear view, showing the Fisher radio pilot direction finder and the Fisher 100-watt radiotelephone. Grouped around the steering wheel, at right, are a Submarine Signal Fathometer, Jr., Kelvin-White compass, Morse single lever engine controls, and a Photo-Electric Pilot, purchased from Its-Makin & Galvan.





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 Auburn—Christie's Sport Shop  
 Bellevue—McCarthy & Spurling, Inc.  
 Bellingham—Bellingham Marine Supply Co.  
 Bellingham—Ekdahl & Seppala  
 Borheli—Borheli Hardware  
 Bremerton—Busby's  
 Centralia—Carter's Garage  
 Chehalis—Lewis County Hardware Co.  
 Cheney—Hansen Hardware  
 Cle Elum—Dorsey Motor Co.  
 Colfax—Bill Walter  
 Colville—Buchanan's Sport Shop  
 Davenport—Roy Stubbs  
 Eatonville—Christensen Motors  
 Edmonds—J. Sherman Mills  
 Ellensburg—The "Pastime"  
 Enumclaw—Graves Home & Auto Supply  
 Everett—Pat Cummings Outboard Service  
 Grand Coulee—Harvey Van Cello  
 Greenbank—Chip's Cabinet & Boat Shop  
 Hoquiam—Harbor Marine Supply, Inc.  
 Kent—Shoff Fishing Tackle Co.  
 Lakeside—Granite Falls Marine Service  
 Moses Lake—The Turf Sport Shop  
 Mount Vernon—Dick Prankard's Sport Shop  
 Neah Bay—Washburn's  
 Odessa—Odessa Drug Company  
 Okanogan—C. E. Blackwell Co.  
 Olympia—Motor Boat Mart  
 Omak—Brownie's Auto Supply  
 Oroville—L. B. Mahugh  
 Pasco—Sports Center  
 Port Angeles—Chick's Marina  
 Port Orchard—Howe's Hardware  
 Port Townsend—Hane Hardware  
 Puyallup—Stoner's Supply Company  
 Redmond—Buckley Garage  
 Renton—Stan Hickok's Sport Shop  
 Roslyn—W. J. Crestanello  
 Seattle—Alaska Pacific Supply Co.  
 Seattle—Harold F. Bolton  
 Seattle—Grandy Boat Co.  
 Seattle—Jimmy Harland Outboard Motors  
 Seattle—Hauy's Boat House  
 Seattle—Outboard Sales & Service Co.  
 Seattle—Seaborn's Leschi Park Boat House  
 Seattle—Seattle Spg. Goods & Cycle Co.  
 Seattle—Tashiro Hardware Co.  
 Sedro Woolley—Johnson Appliance Co.  
 Shelton—Lumbermen's Mercantile  
 South Bend—Heath & Crans  
 Spokane—Laurence Richert  
 Spokane—Trudeau's Outboard Service  
 Stanwood—Les Geisel

Tacoma—Adams Outboard Service  
 Tacoma—Seawick Marine Co.  
 Union—Smith's Marine  
 Vashon—Buckle Furniture Co.  
 Walla Walla—Walla Walla Motor Supply  
 Waterville—Waterville Impl. & Hdwe. Co.  
 Wenatchee—Lyle's Boat & Cabinet Works  
 Winslow—H. E. Anderson Hardware Co.  
 Yakima—Yakima Hardware Co.

**IDAHO PANHANDLE**  
 Coeur d'Alene—Gardner Supply Co.  
 Lewiston—Warren's Sport Shop  
 Sandpoint—Lou's Auto Parts  
 St. Maries—Boyer Sporting Goods  
 Wallace—Gardner Supply Co.

**WESTERN MONTANA**  
 Bozeman—The Powder Horn  
 Butte—Phil Judd Hdwe. & Spg. Goods Co.  
 Great Falls—Great Falls Spg. Goods Co., Inc.  
 Helena—Helena Hardware Co.  
 Kalispell—Kalispell Mercantile Co.  
 Missoula—The Sportsman  
 Polson—Boettcher's  
 West Yellowstone—S. P. Eagle

**ALASKA**  
 Anchorage—Northern Commercial Co.  
 Aniak—Northern Commercial Co.  
 Bethel—Northern Commercial Co.  
 Circle—Northern Commercial Co.  
 Cordova—Cordova Commercial Co.  
 Craig—J. L. Lucier  
 Eagle—Northern Commercial Co.  
 Fairbanks—Northern Commercial Co.  
 Fort Yukon—Northern Commercial Co.  
 Hamilton—Northern Commercial Co.  
 Holycross—George H. Turner  
 Hoonah—P. S. Ganty Co.  
 Hot Springs—Northern Commercial Co.  
 Juneau—Charles G. Warner Co.  
 Kenai—Kenai Terminal  
 Ketchikan—Tongass Trading Co.  
 Kodiak—Kodiak Motors  
 McGrath—Northern Commercial Co.  
 Nenana—Northern Commercial Co.  
 Nome—Northern Commercial Co.  
 Palmer—Grazer Hardware  
 Petersburg—The Trading Union, Inc.  
 Ruby—Northern Commercial Co.  
 St. Michael—Northern Commercial Co.  
 Sand Point—Aleutian Cold Storage Co.  
 Seldovia—H. S. Young Mercantile Co.  
 Seward—Seward Hardware Co.  
 Sitka—Sitka Cold Storage Co.  
 Tanana—Northern Commercial Co.  
 Unalakleet—Northern Commercial Co.  
 Wrangell—Campbell Brothers

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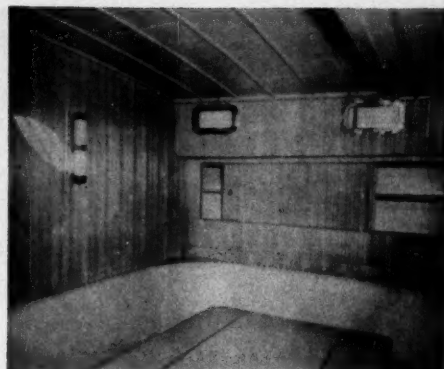
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The U-shaped dining salon of the Westlake seats 12. Upholstery is Naugahyde, and walls are of combed gray plywood. The engine room is dominated by two sets of General Motors Detroit twin diesel engines, purchased from West Coast Engine & Equipment Co., Berkeley. Engines are fitted with 2-to-1 hydraulic reduction and reverse gears and are mounted on Lord shock mounts. The starboard main engine is fitted with a 7 kw. Safety Car Heating generator, supplied by Ets-Hokin & Galvan, San Francisco. Auxiliary in the right foreground is a 10 kw. U.S. Electric diesel generating set, purchased from West Coast Engine & Equipment Company.—Paul C. Tracy photos.

is rubber tiled, and the whole galley is finished in gleaming white Marlite.

Underneath the galley deck are the two refrigeration units—one water cooled for the deep freeze and the walk-in, and the other air cooled for the service refrigerator. Daylight is admitted to the galley by means of a special Stephens Bros. skylight, and ventilation is provided by means of a Willis blower over the stove and a Sutton fan.

Forward of the galley bulkhead is the crew's quarters, complete with shower, basin and toilet. Crew's quarters are painted in white, and there are three pipe berths. An aluminum ladder leads up to the deck hatch. In the crew's quarters are lots of locker space for clothes, etc., and just forward of these lockers is the chain locker.

The chain locker has two 85-pound Danforth anchors on round California anchor chain. Anchors are raised and lowered with an Ideal electric anchor winch. Morse docking lights are set in bow and stern.

There are two entrances to the engineroom, which, incidentally, affords full headroom. Here are housed the two General Motors twin diesel engines, purchased from West Coast Engine & Equipment Co., Berkeley. Each twin develops 400 hp. They are fitted with 2-to-1 hydraulic reverse and reduction gears, and are mounted on Lord shock mounts. They drive twin 32 by 30 Pitchometer propellers on 2 1/4-inch Monel shafts in Goodrich Cutless bearings. Shaft log and all un-

derwater gear were fabricated by Stephens Bros.

The two GM twins will give Westlake a top speed of 20 mph., and a cruising speed of about 15 mph.

For the lighting system there is a battery of 14 Hobbs storage batteries, and for engine starting four Hobbs batteries.

For electricity while the boat is underway, the starboard main engine is fitted with a 7-kw. Safety Car Heating generator and regulator supplied by Ets-Hokin & Galvan, San Francisco. For auxiliary juice the Westlake is fitted with a U. S. Motors diesel generating set, 10 kw., purchased from West Coast Engine & Equipment Co.

To provide cabin heat and hot water, the Westlake is equipped with a Way-Wolff ship heater on the port side of the engineroom, aft.

Two of the four fuel tanks are in the engineroom, and the other two tanks are aft in the lazarette. Total fuel capacity is 2500 gallons, giving a comfortable cruising range of about 1500 miles.

There are two fresh water tanks of 750-gallon capacity each, both made of Monel metal, under the dinette. Willis tank gauges for the water tanks are located in the engineroom.

Also in the engineroom is a d.c. to a.c. current converter so that standard appliances can be used on shipboard, and there is also a 30-amp. converter to convert a.c. to d.c. when the boat is tied up at the dock.

There is a bilge manifold in the engineroom, with a Groco electric

bilge pump and suction to various compartments. A CO<sub>2</sub> fire protection system was purchased through Ets-Hokin & Galvan. An air-conditioning system was furnished by General Electric.

The full vision, streamlined pilothouse contains the most modern navigation aids, including a Submarine Signal Fathometer, Jr., indicating type; Kelvin-White compass; Fisher 100-watt radiotelephone; Fisher radio direction finder; Photo-Electric Pilot; Webster-Tiara radio antenna; Morse single lever engine controls, and many other features.

On top of the pilothouse are a Buell air horn and a Kilborn & Sauer 12-inch searchlight.

The roomy cockpit is arranged for sport fishing, with fishing chairs, stainless steel lined fish box, and tackle locker under seats, which are upholstered with foam rubber cushions.

Two small boats, a Mastercraft, powered with a 45-hp. Graymarine engine, and a Kingfisher, powered with a 25-hp. Graymarine, are handled by davits fitted with Merriman davit winches. Westlake also carries a Skim boat powered with a 10-hp. outboard for water skiing.

The boarding platform of Westlake is on the starboard side. It is of mahogany with chrome fittings.

Paints used on Westlake were manufactured by Andrew Brown Co. The bright work is finished in Zee Spar. Decks are of natural teak, canvas cabin tops are white, the stack is white, and the hull is white with a boot top of blue.



# BRYANT'S marina ★★★

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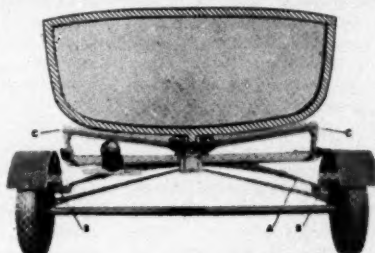


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## 25 Yachts in Transpacific Race

THE seventeenth renewal of the world's longest yacht event, the Transpacific race, 2,225 miles, Los Angeles harbor to Honolulu will see 25 yachts crossing the starting line off San Pedro's breakwater at noon, July 4, according to best estimates of Race Committee Chairman Richard B. "Dick" Terkel, in early May. This would equal the 1949 entry list. The race is run every two years, on the odd year.

It was apparent, when the entry list was announced at that time, Fred W. Lyon's 46-foot PCC, *Kitten*, Newport Yacht Club, would not defend the honors she won in 1949 when she took the Governor of Hawaii's trophy for the best corrected time.

The first yacht in that year, Richard S. Rheem's 98-foot schooner, *Morning Star*, the scratch boat, was a re-entry. In 1949 she broke all records with a crossing of 10 days, 10 hours, 13 minutes and 9½ seconds, besting by better than 28

hours the previous record set in 1923.

Commodore Donald Ayres of the Transpacific Yacht Club has his 53-foot yawl, *Skylark*, entered. *Gracie S. E. Edison Kennel, Jr.*'s 97-foot schooner from Seattle, was the largest yacht entered. However, honors for the smallest boat racing in 1949, Patrick D. Watson's 35-foot cutter, *Teton*, from Long Beach, would have to share the distinction with a newcomer, Porter B. Sinclair's 35-foot sloop, *Flying Scotchman*, and Richard A. Dole's yawl, *Typee*, from Honolulu.

Entry for the *Flying Scotchman* was refused by the committee in 1949, because she was still on the drawing board. It has been the practice not to sanction any untried type of long distance ocean racing boat for this event. However, since then the *Flying Scotchman* has proven her ocean-going qualities.

Entry of the catamaran, *Hawaiian Queen*, then being built in Honolulu

when early arrangements for the 1951 race were begun, was refused for the same reason. The committee took the position she should prove herself in cruising. Having done that she could apply for entry in another year.

Word was received from the famed boat builders and yachtsmen, the Halversens of Australia—whose cruisers and pleasure boats are already well known to the Pacific Coast—definitely plan to enter their new 36-foot sloop, *Solveig*, which has performed in championship style down under.

Another interesting newcomer is the 44-foot yawl, *Golden Bird*, entered by Rear Adm. B. W. Decker, (USN-ret), San Diego. This yacht takes its name from a Japanese legend.



The commodore of the Seattle Yacht Club, Dr. R. Philip Smith, will enter the PCC *Gossyp* with a hard-driving crew.

### Coming Events On the Pacific Coast

- June 2, 3—Memorial Day Regatta, all classes. Balboa Y.C.
- June 3—Sacramento river, inboards. Sacramento Speedboat Assn.
- June 3—Richmond Inner Harbor, utilities, California Speedboat Assn.
- June 3, 17—Regatta, Coos Bay. Southwestern Oregon Powerboat Assn.
- June 9, 10—Spring Regatta, all classes. Los Angeles Y.C.
- June 10—Mission Bay, inboards & outboards.
- June 10—Coronado Island Race, ARB. San Diego Y.C.
- June 10—Sacramento River, outboards, Sacramento Speedboat Assn.
- June 10—North Point Race, Corinthian (Seattle) Y.C.
- June 10—Cruise Vendovi I., all classes. Bellingham Y.C.
- June 15-17—San Clemente Island Handicap Race.
- June 16—Cruiser Race, San Pedro Light to Emerald Bay. Corinthian Y.C.
- June 16—San Pedro to Santa Monica Race. Santa Monica Y.C.
- June 16, 17—Regional Penguin Regatta, San Diego Bay.
- June 16, 17—Protection Island Race, Seattle Y.C.
- June 16-17—Clam Cruise to Vaughn Bay. Olympia Y.C.
- June 16, 17—Treasure hunt cruise, Tyee Y.C.
- June 16, 17—Commodore's Cup Race, Rainier Y.C.
- June 16-17—Cruise to Point San Pablo, A.Y.C.
- June 16-23—Alaska Cruiser Race, Bremerton to Juneau. I.F.B.A.
- June 17—Lake Yosemite, inboards. L.Y.P.A.
- June 23, 24—Invitational Small Boat Regatta, Coronado Y.C.
- June 23-24—Small Boat Invitational Regatta, South Coast Corinthian Y.C.
- June 24—Long Beach Marine Stadium, outboards. Los Angeles Speedboat Assn.
- June 24—Battleground Lake, Wash. Oregon Outboard Assn.
- June 25-29—Mercury International Championships. Balboa Y.C.
- June 30-July 1—Independence Day Cruise, Queen City Y.C.
- June 30, July 1—Quartermaster Harbor Cruise, Tyee Y.C.
- July 1-4—Regatta, Victoria. Pacific International Yachting Assn.
- July 28-29—International Cruiser Race, I.F.B.A.
- Aug. 4—Gold Cup Race, unlimiteds. Seattle Y.C.

# Build a Small Boat

## The Racing Cracker Box

**H** EY Skinnay-spring is here, and, for you fellows who are figuring on racing a speedboat this season, it's time to get down to brass tacks (and bolts) and get started on your racing outfit. Those of you who have not, as yet, decided on the class that you wish to enter will be pleasantly surprised to discover how simple it is for the amateur boat builder to build and race a Cracker Box.

In the first place, the specifications are available to all. You may obtain them simply by writing to the American Power Boat Association at 700 Canton Ave., Detroit, Michigan. In the second place, you are not confronted with the ordeal of driving a boat over 80 miles per hour the first time you sit behind the wheel. At present, the Cracker Box world straight-a-way record is only 68 miles an hour (held by Glenn Miller's *Little Stinker*) which gives you a chance to enter competition with-

by **Clyde Randall**  
Secretary  
Cracker Box Racing Association

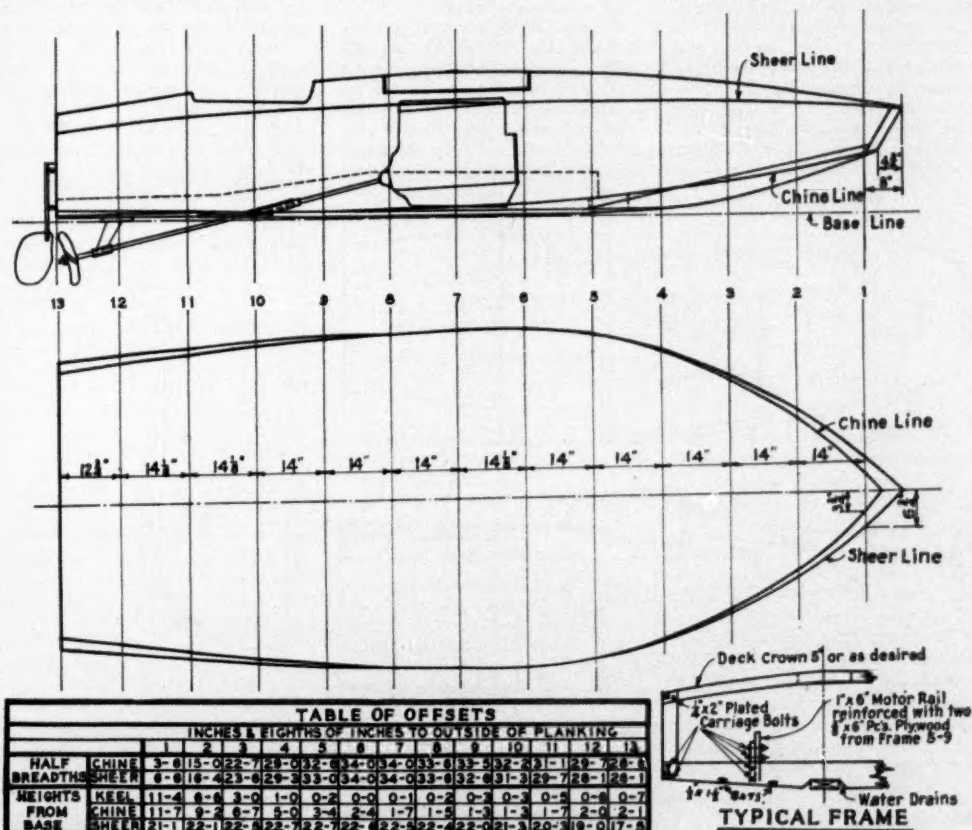
out taking a chance of breaking your neck. And, last, but not least, you do not have to hire a boat builder to put your boat together. Most of the fellows who race Cracker Boxes today built their own boats.

The Cracker Box class is a comparatively new class of racing boat, officially approved by the American Power Boat Association in 1947. Since that time, the class has grown by leaps and bounds until the competition today on the Pacific Coast is equal to any other class.

The Southern California Speedboat Club, a red hot racing organization, was the original sponsors of the Cracker Box class, with the Cracker Box Racing Club subsequently being formed by owners and drivers of these Hot-rods of the water.

Published herewith for the first time (to my knowledge) is the official specification drawings of the Cracker Box hull. Most of the racing boats are powered with Mercury V8, Chevrolet, and Ford 6 engines, coupled directly to the shaft with flexible chain couplings, obtainable at most any gear or chain dealer. Rudder assembly, shaft angle, and propeller size is optional, depending mainly on the kind of engine that is used. Water-cooled exhaust manifolds, clutches, transmissions, and water pumps are not used in most racing outfits, though, if you desire more of a family boat, you can add these refinements as you wish.

A word of warning! As there are many sets of Cracker Box plans available, it would be advisable to check them with the official Cracker Box specification sheet in order to be within the tolerances and limitations prescribed by the official Cracker Box class rules.



# "Bali", a Unique

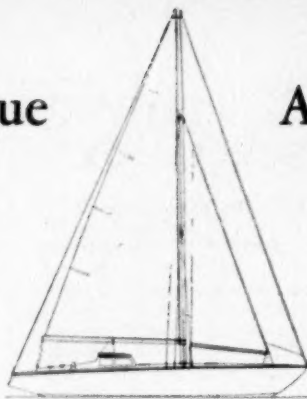
**A**N AUXILIARY cutter that has occasioned much discussion in San Francisco yachting circles when she was in the planning stage, and will cause much more comment when she kisses the waters of San Francisco Bay sometime this summer, is now taking form at the Alameda shipyards of W. F. Stone & Son.

She is the *Bali*, 39 feet 10 inches overall, 30 feet on the waterline, 10 foot beam, and 6½ foot draft, and she is the culmination of 20 years of dreaming and planning by Charles F. Robie, well known San Francisco Bay yachtsman.

The profile of *Bali* will catch everyone's eye first, because she has a reverse sheer, and flush deck, somewhat similar in appearance to modern British yachts.

"*Bali* is completely normal in displacement," Robie, a mechanical engineer by profession, explains. "She rates well under the Cruising Club rules. The reason for the reverse sheer is that I like a flush deck boat, and the only way that can be obtained without excessive freeboard is by the use of reverse sheer."

In addition to her unusual appearance *Bali* has numerous innovations in construction. The iron keel, oak stem, stern post and horn timber are arranged in the usual manner. Upon this backbone are set seven marine plywood



structural bulkheads sandwiched between double sawn frames. These served as molds for framing. Between bulkheads are 1¾-inch steam bent oak frames on 13-inch centers. Planking is 1¼-inch Fir fastened with Monel Anchorfast nails. The deck is 3 layers of ¾-inch Weldwood, canvas covered, and is laid without deck beams, enough strength being provided by the bulkheads. Throughout, emphasis has been placed on building an extremely strong hull without oversize scantlings or excessive weight.

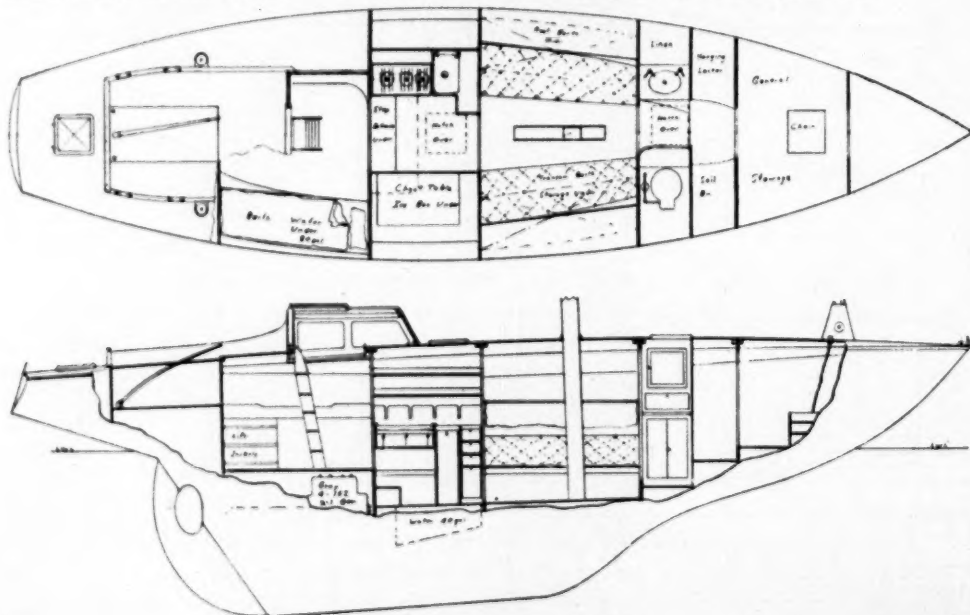
The rig is modern and conventional being that of a double headsail cutter, however the mast is a bit further aft than is usual thus giving a large fore triangle. The resulting small mainsail is desirable for easy handling while the large spinnaker permitted under the rule is valuable

# Auxiliary Cutter

for the Honolulu Race which is mostly downwind. Sails are Egyptian cotton by Cliff Cox and the area is 775 square feet. The reverse transom permits the sailing lines to be carried as far aft as they are of any value without increasing the overall length excessively. From an aesthetic point of view it was felt by *Bali's* designer and builder, that the reverse transom fitted in naturally with the convex sheer.

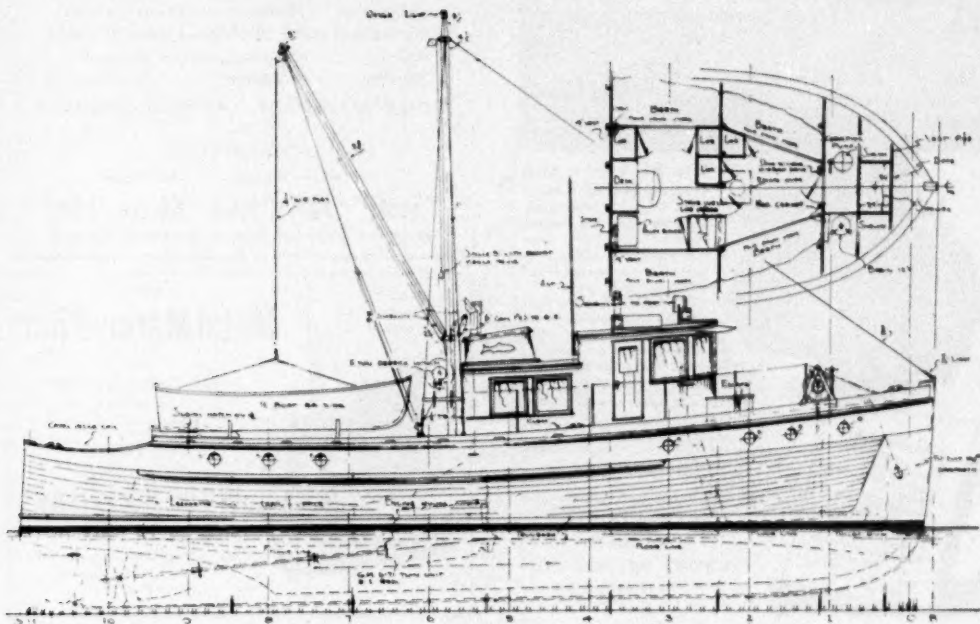
Accommodations on *Bali* are spacious. In the fore peak is a chain and sail locker. Next aft are hanging lockers and a toilet and lavatory. Then comes the main cabin with sleeping accommodations for four—two in transom berths and two in Root berths. The galley is the full width of the ship, and 4½ feet long. There is a three burner stove on gimbals, and a sink on one side, and a large chest type ice box, which doubles as a chart table on the other side. The floor of the after cabin is raised so that one can see out of the doghouse, which is equipped with controls duplicate of those on deck. On each side of the dog house is a quarter berth. The cockpit features a small well with a wide bridge deck, set at deck level, thus providing a large stowage room below.

Auxiliary power is a Graymarine 4-162 gas engine for which 125 gallons of gas are carried. Fresh water tanks hold 200 gallons.





# "Mutt and Jeff" Patrol Boats for Alaska

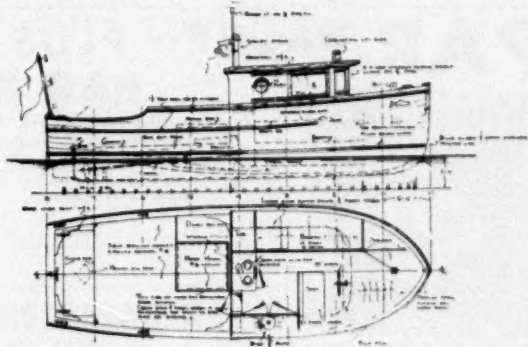


**S** HOWN herewith are two new patrol boats now building for the Department of the Interior, Fish & Wildlife Service, through the office of Earl Bright, supervisor of vessels. These new additions to the well-known Fish & Wildlife fleet were designed by William Garden, Seattle naval architect, and will be completed for summer delivery.

The larger boat is 57 feet L.O.A., 14 feet 8 inches beam, and 4 feet 8 inches draft. The smaller boat is 24 feet L.O.A., 8 feet beam and 1 foot 4 inches draft. The 57-footer is now well along at the Blanchard Boat Company, and the other was out for bids at the time of this writing.

The 57-footer will be based at Juneau, and the 24-footer will be used at Chignik for work on the shallows. A semi-tunnel stern is employed to hold the latter's draft to 16 inches. Power for the larger craft is a 6-71 twin G.M. unit, while the little fellow is to have a gas engine of 230 cubic inches piston displacement.

Although both boats are designed for rugged service along the Alaskan coast, they should still interest many cruising yachtsmen as both have



hull lines for heavy duty use in these waters. Service speed of both boats is 12 knots.

## **Correction:** **Monk & Garden Utility Boat** **Confused with Gillnetter**

Two plans, both appearing on page 30, of the May, 1951, *Pacific Motor Boat*, were each illustrated with the other's drawing. The 28-foot gillnetter designed for Bristol Bay by William Garden and the 21-foot utility boat for the Olympia Oyster Company by Ed Monk & Lorne Garden were involved in this sincerely-lamented transposition.

## **New Marine Customs Station** **Planned for Vancouver Harbor**

A marine customs house will be permanently located in the Vancouver, B.C., harbor early in June. The station will be known as Canada Customs and Immigration Marine Reporting Station. It will be anchored in deep water between the gas stations and Burnaby Shoal, off the signal gun in Stanley Park. The station will operate on a 24-hour a day basis for the entering and clearing of yachts, tow boats, and fish boats, and is thought to be the only such station on the Pacific Coast.

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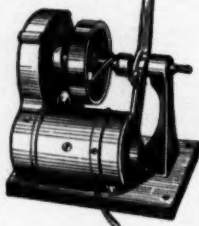
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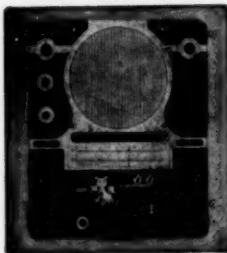
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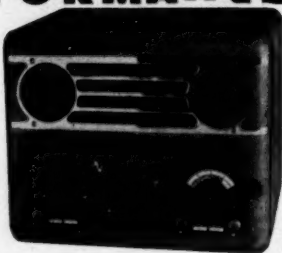
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Low Drain—Very Simple to Install and Operate . . . Dynamotor Power Supply for 6-12-32 Volts. Available for Dry Battery Use.

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**PAN AMERICAN RADIO CORP.**

5219 Ballard Cable "PARAD." SEATTLE 7, WN.



Announcing the new Storm King 16-footer  
**MORRIS STORM KING BOATS**

A fisherman's rough water boat, built for big motors and tough going, the new 16-foot model is a big boat for a small price. Soft, easy riding qualities at high speeds. A 10-hp motor will drive her at 20 mph. Specially designed to handle the new 25-hp outboards. The hull is similar to the 12, 14, and 18 foot models, but strengthened. Plywood hull with oak frames, longitudinal stiffeners, keel, and stem. 6 foot beam.  
Distributors: The Boothe Co., Portland; Brynair's Marine, Seattle; Mafford F. Brandenburg, San Francisco  
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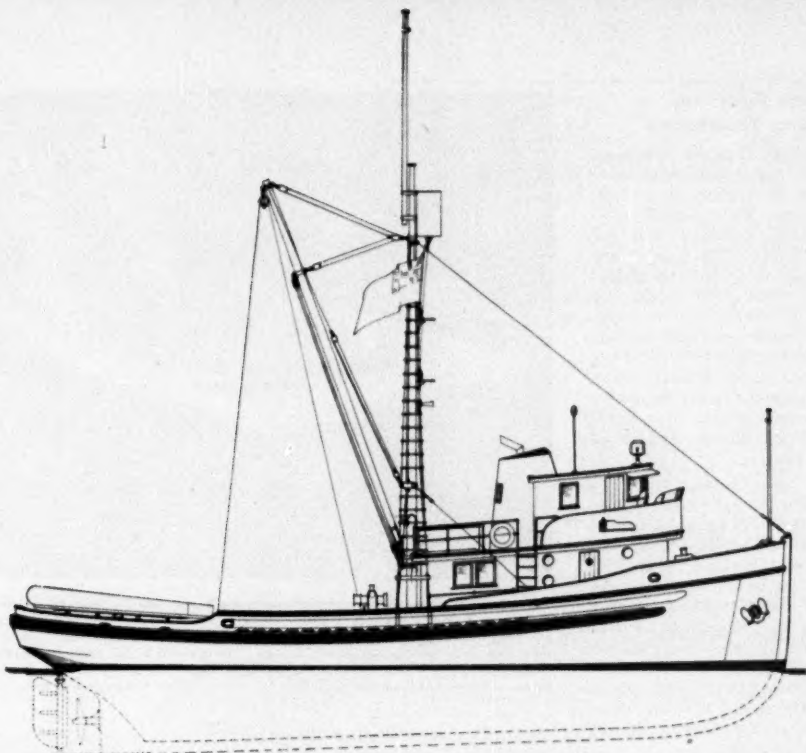
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Conceived and built by men with years of experience in the propeller business. Hundreds of satisfied customers testify to their accurate performance.

We also give complete reconditioning service.  
Some Territory Still Open for Representatives.

**Olympic Propeller Co., Inc.**

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## Seiner Planned for Effective Power Use

**T**HE largest seiner to be built in British Columbia since the war years has been launched at the W. R. Menchions yard in Coal Harbor, Vancouver, B.C., to the order of Nelson Brothers Fisheries, Ltd.

Designed by Robert Allan, Vancouver naval architect, the new vessel is 78 feet long, with 21-foot beam and 10 feet 3 inches depth. She will be powered by a General Motors 8-cylinder diesel Model 2.68A engine with a 2.54-to-1 reduction gear. This engine develops 400 bhp continuously at 1100 rpm., giving a pro-

pellor speed of 433 rpm.

The hull form has been specially designed by Allan to make most effective use of the high power without sacrificing load carrying ability. It is anticipated that a speed of better than 11 knots will be attained.

Unlike the conventional seine boat, where the drive for deck machinery is from a power takeoff at fore end of the main engine, this vessel will be equipped with a 90-hp General Motors auxiliary engine direct coupled to a 60-kw. generator

at one end and clutch-connected to the deck gear power takeoff at the other end.

With this arrangement, the high power main engine can be shut down when fishing. Other auxiliary equipment such as compressor, fire and bilge pumps, transfer pump, etc., will be motor driven.

Another unusual feature will be the location of fuel tanks in the stern, which will result in a better trim and consequently better performance when traveling light.



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*Searchlights*

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### ALLEN HEAT EXCHANGERS



New tubes, shell, and other parts for Heat-Exchanger for U.S. Army tug "Lieut. Col. Albert Barkley" built by us.

We are in a position to give you fast and complete service in this type of work and solicit your patronage.

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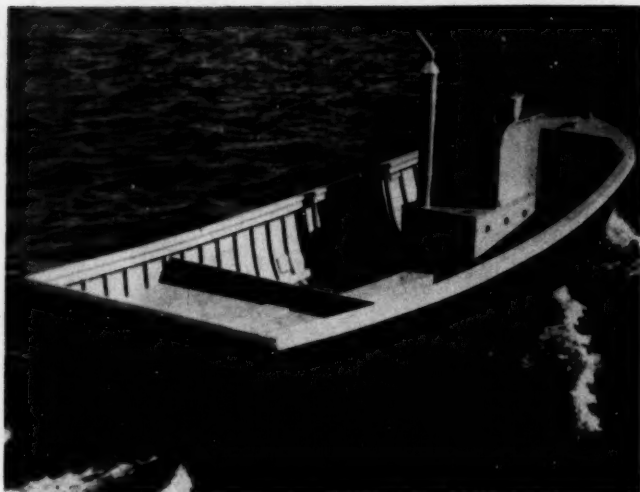
SEATTLE, WASH.

## New Boats Building For Oregon Yachtsmen

New boats for Portland yachtsmen include a 65-foot cruiser under construction at Bellingham Shipbuilding company's plant for Howard Irwin, Portland lumberman. Doubled planked with Port Orford cedar, the boat will have two GM 6-110 diesels for power. The three cabins will each have a private bath attached. Electrical installations will include a radar, Bendix depth recorder, Bendix 100-watt eight-channel radiotelephone, selector ringer device for receiving shore-to-ship calls, automatic direction finder, and Allen automatic pilot.

Another new craft being constructed is a 50-foot cruiser in the Stephens Brothers shops at Stockton, Cal., for Frank M. Phelps, past commodore of Portland Yacht Club. A feature will be the location of the galley and dinette on the same deck level as is the pilot house. Power will be two Chrysler Majestic motors. Other equipment will include radiotelephone, automatic pilot, depth recorder, hot and cold running water system, 32-volt lighting system.

A pair of 6-110 GM diesels were



Six of these little jitney-sonners were built for Alaska Packers Association this spring by Bryant's Marine, Seattle. They have an exceptionally-high percentage of carrying capacity, as fish will be packed everywhere around the engine box which also acts as a diminutive flying bridge. The design is by William Gorden. Dimensions are 26 by 9 feet with 18 inches draft light, tunnel stern. All are powered by 60-hp Graymarine engines furnished by Jules Engine & Equipment Company, Seattle.

installed in R. S. Wertheimer's 60-foot Huckins cruiser, *Bobkat III*, of Longview, Wash., at the Gunderson

Brothers Engineering corporation plant, to replace the former 6-71's in this boat.—Lawrence Barber.

WOMEN'S  
Sperry  
"TOPSIDERS"  
8.95  
In blue denim



IT'S NORDSTROM'S  
for "on-deck" footwear



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SPERRY TOPSIDERS

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REINELL BOAT WORKS



It sure pays to know the "ROPES"



If you're sure these stocks are all safe, Mr. Weitzelheimer, I'll ask that nice banker to—oh, you want to lend me the money to invest? How can I ever thank you? ... etc. ... etc. ...

### PURITAN Marine Rope

- Bronze Wire Center
- Choice of 5 Colors
- Flexible. Long wearing
- Waterproofed. Braided

Write for free sample



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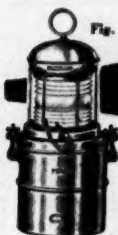


Fig. 470

### PERKO BATTERY LIGHTS

#### 30 DAY ANCHOR LIGHT

Uses four ordinary 1½ volt dry cell batteries. One set of batteries give 720 continuous hours of light. 360 degrees clear Fresnel lens. Watertight—with switch.

#### SELF CONTAINED BATTERY SIDE LIGHT

Uses two ordinary 1½ volt dry cell batteries. The battery, bulb, switch, socket and reflector are mounted on swivel type platform inserted through bottom opening of light and locked by a slight turn.



Fig. 495



Fig. 1008

#### WATERTIGHT SELF CONTAINED FLASHING LIGHT

60 to 90 Days continuous operation on one set of batteries. Has electronic Timer and Rheostat which controls the number of flashes per minute. High candle power, great visibility.

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The patented *anti-slip* sole slits—hundreds of 'em—wipe wet, risky footing safe and dry. And there's nothing like these soles for pliant, easy walking. Look around—see how many top yachtsmen wear Top-Siders!



#### CANVAS OXFORDS

Like that barefoot feeling? Here it is with Top-Sider safety. Anti-slip soles are very flexible; cool, double canvas uppers. White or navy. Men's, 4 to 14. Women's, 2½ to 10. **8.95**

#### COMMODORE OXFORDS

Handsome in looks—comfortable and sturdy to stand on; with stiff shank arch supports, cork midsoles, wedge heels, cushioned insoles. White duck, jeans or faded blue denim. Men's, 4 to 13. Women's, 3 to 10. **9.50**



#### NEW!

#### Leather Oxfords

Beautiful dress-weight, white elkskin is shaped to firm shoe construction with rigid-support wedge heels, insulating cork midsoles. Safe footing on deck, at the club, or with professional "whites." Women's, narrow, 5 to 11; medium, 4 to 10. Men's, narrow or medium, 6 to 12. **12.95**



#### MOCCASINS

Cool, light, ultra-flexible for quick action. Hand-sewn of pliant water-resistant elk leather for rugged durability. White in men's, 6 to 13, wide. Women's, 4 to 9, narrow. Brown; narrow or wide. Men's, 6 to 13; women's, 4 to 9.

Brown, **15.95** White **16.50**

#### (NOT ILLUSTRATED)

**PILOT BOOTS** slip over your shoes for feather-light protection. Roll to stow.

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**KLINGTITE** medium-weight, over-the-sock boots for safe work wear.

Short, **11.75**

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**WORK RUBBERS**, 7 to 12, **9.85**

THE ORIGINAL ANTI-SLIP YACHTING SHOE  
Designed by a yachtsman for yachtsmen



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## Tugs, Gillnetters, Agree On Signal System

**T**OWBOAT owners operating in the Fraser River and gillnet fishermen frequenting the same area in British Columbia have worked out a co-operative plan designed to prevent future confusion and attendant high-voltage cussing.

The Towboat Owners Association and the United Fishermen and Allied Workers organization has agreed to a code of signals which it is hoped will avoid damage to nets, collisions and other navigational troubles in the often congested waters at the river mouth.

Towboat skippers approaching an operating fishboat are asked to sound four short whistle blasts as a warning for the fisherman to pick up his net and clear the channel. This will be followed by a single blast or double from the tug should the skipper decide to alter course either to port or starboard. Once they are committed to a course, towboats are urged to stay with it.

The department of fisheries has issued a set of instructions to fishboats and tugboats setting forth the code. "It is no kindness to the fish-

man or to the tugboat master to attempt to swing around the end of the net and thus put themselves in danger of grounding, or of putting some other fisherman in danger of having his boat struck by the tug's tow," says the notice issued by the department.

Gillnet fishermen are required to carry proper lights between sunset and sunrise, and they are asked to maintain a watch at night if operating in narrow channels. When the fishboat is anchored and the net strung out, there must be a white light at the end of the net and two white lights, one above the other, showing the boat.

When the fishboat is under way at night it must show only one white boat light, plus the regulation red and green side lights. Fishermen are also warned of the danger of anchoring inside the north arm (Fraser River jetty) since passing log booms move in towards the jetty and boats are liable to be crushed or sunk.

If a towboat should cross a fishnet, the master is asked to stop as soon

as possible in order that the fisherman may salvage his net with the least possible damage.

## Trucking Firm Requests Low Rate for Boat Hauling

Ted Gevaart's plan to organize pleasure boat owners and a trucking concern for the hauling of boats overland between the Columbia river at Longview, Wash., and Puget Sound at Olympia, appears to be bearing fruit. Martin Transfer company, Longview, has filed an application with the Washington Public Utilities Commission for a permit to put in a boat-hauling service with a 40-percent reduction in rates. Martin's top rate would be \$1.25 a hundred pounds for boats of 8000 pounds or less, with a minimum of 6000 pounds to be billed. Low rate would be \$1 a hundred pounds for boats weighing 10,000 pounds or more. Gevaart believes at least 30 Portland area boat owners will take advantage of the opportunity to ship boats to Puget Sound this summer. At least 30 others plan to run their boats around by the ocean route.—Lawrence Barber.

## FISH AND WORK BOAT OPERATORS

The owners of commercial vessels are beginning to realize the advantages in time and economy of using the superior facilities and convenient location of our new plant just inside the locks for both repair and new building. Our dock, complete marine railway, with sidetracks, enable us to handle your work with dispatch.

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**FLETCHER BAY BOAT WORKS**

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- ★ Pacific Motor Boat Handbook, \$12.50 value .....\$2.00

*all for \$7.50*

**PACIFIC MOTOR BOAT**  
71 Columbia • Seattle 4, Wash.

# Among the Bread-Earners

with Scuttle Butt Pete

## On B.C.'s Salt Chuck

Striking contrast in tugboat design was offered when Young & Gore Tug Boat Co., Vancouver, B.C., trotted out its new deep-sea craft, *Lloyd B. Gore*, recently purchased in Mobile, Alabama, and brought to British Columbia through the Panama Canal by Capt. Jim Macdonald, manager of Marine Express Ltd. The 126 foot vessel was a former U. S. Army LT tug during World War II, and it is to replace a tug which the company purchased some months ago and was lost in the Strait of Juan de Fuca in a storm. The engine is a 1200 hp. Superior diesel... The contrast was provided by the old-timer of the company's fleet, *Sea Lion*, built in Vancouver back in 1905 and still going strong, although the purpose for which it was originally used—towing sailing vessels out to sea—vanished with the days of sail... For many years Lloyd B. Gore, founder of the firm, sailed on the veteran *Sea Lion* and he is still active in the towboating business. It was fitting that the new ship should bear his honored name... Incidentally when Jim Macdonald went to Pensacola, Fla., to take delivery of the vessel from Mobile, his wife went along and she returned as stewardess... The *Lloyd B. Gore* happens to be the fifth vessel of similar dimensions and type to be taken over by various Vancouver organizations...

## Oregon Ramblings

Ray Beaudry and Bill Egenhoff, operators of the Harbor Tug & Barge Company, Coos Bay, Ore., have purchased a new 270-hp. Caterpillar diesel for their 48-foot tug, *Rustler*. The installation is unique in that it is the new model D375, 8 cylinder, 1200 rpm., the first of the big V-type diesels to go into an Oregon vessel.

The diesel now swings a 55-inch Coolidge propeller through a Snow-Nabstett 3-to-1 reduction gear and a new 3½-inch Monel propeller shaft, installed with a new 4-inch Goodrich Cutless stern bearing. A Walters keel cooling system has been installed. The original Atlas gasoline air-compressor and tanks are utilized to operate the air-starting motor as well as the reverse gear. A Maxim silencer and flexible exhaust tubing control engine noise...

Knappton Towboat Company's new tug, *Ruby M*, operating out of Astoria, Oregon, was named for the wife of F. O. Meyer, Portland manager of the company. The tug was completed in February, with the steel hull built by L. S. Baier & Associates, Portland, and the wooden house by Astoria Marine Construction Company. The hull is the same size as the tugs *John A.* and *Frederick*, completed in 1950, 46 feet L.O.A., 12½ feet beam, and 4 feet draft. She is intended to work in the lower Columbia River shallows.

The *Ruby M* is powered by a 120-

hp. Caterpillar diesel with a takeoff from the main engine to the towing machine. The tug will be skippered by Rudolph Maize, Warrenton, Oregon...

## Around Puget Sound

Laying the world's largest submarine cable from Fidalgo to Lopez Islands involved some of the trickiest navigating ever done in the San Juan archipelago by men of the Foss Launch & Tug Company. The assignment was to lay two underwater spans, a 24,800-foot length from Fidalgo to Decatur Islands, and another of 11,000 feet between Decatur and Lopez.

Three powerful Foss tugs were dispatched to tow the *Puget Power*, the cable-laying barge. They were the *Sandra Foss*, skippered by Wally Keezer, the *Foss 18* with Jim Henshaw, the *Henry Foss* with Warren Waterman as captain. Bargemaster and in charge of operations was Capt. Paul Pearson.

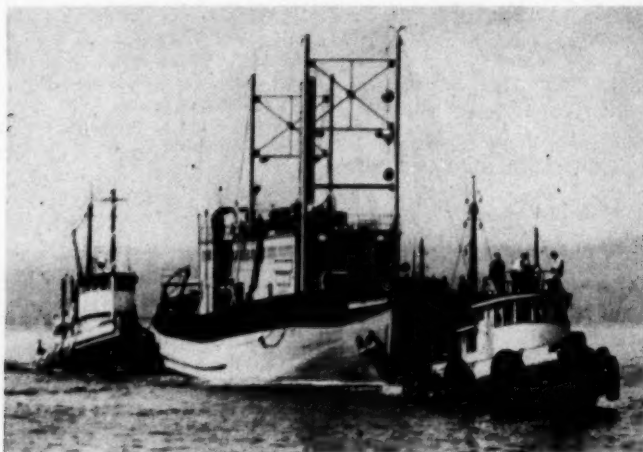
The first section of the 25,000 volt cable that will bring low-cost Bonneville power to the current-starved islands, was laid from Lopez to Decatur Islands on April 16. This short two-mile run in relatively protected waters was completed in 45 minutes and provided good practice for the next day.

Readings were taken every two minutes for cable tension, drum revolutions, angle of the cable entering the water, speed of the craft, and triangulation readings for plotting the position of the barge. Under Pearson's direct command, with Capt. Keezer directly assisting him, were 84 landlubbers from the Bonneville Power Administration of which only one had any previous marine experience. The operation



Two Oregon tugs: The *Rustler*, repowered and re-equipped, is the work horse of Coos Bay. At right is the Knappton Towboat Company's new tug, the *Ruby M*.





Three tugs tow the cable laying barge, *Puget Power*, during a run from Lopez to Decatur Islands. The tug at left is the *Henry Foss*. The *Foss 18* is in the right foreground. Another tug, the *Santa Foss*, is at the port side of the barge.

clicked perfectly that first day, and the average variation from the true course was less than 50 feet, while the maximum deviation was only 150 feet.

Some strange facts were learned about Rosario Strait the next day. Despite a strong southerly wind and a flood tide, the current in the 325-foot depths of the strait was found to be setting south at two or three knots and the cable ship had to be towed much farther north than anticipated. At times the three tugs had to set the cable ship 45° off her course to keep the cable running straight. Maximum deviation during the second day's run of nearly five miles was 450 feet, with an average of about 150 feet. The run was completed in an hour and 38 minutes.

So neatly did the Foss crew do their work that they finished with 2,000 feet of cable left over.

Specially chartered for the event was the 65-foot passenger ferry, *Shearwater*, under the joint command of Joe Boles and Lynn Campbell. She carried officials of the Bonneville administration and was one of the many spectator craft that were on hand to view this unique operation. Power from Bonneville and Grand Coulee Dams will surge through the new cable around July 1.

#### Southern California Chatter

The Yacht Masters and Engineers Club of Southern California is headed for 1951 by Capt. Noah Rob-

erts, master of the yacht *Clarine II*, Newport Beach. Louis Nelson, captain of the *Morning Star*, record-breaker in the last Trans-Pacific Race, has been elected vice president. Secretary-treasurer is Capt. J. Johannessen, owner of the *Globe Nautical Instrument Co.*, San Pedro. Quartermasters are Robert Waschkiet, *Shearwater*, and Nels Carlson, *Serenade*. . . . A. H. Humble is skipper and William Hammond, chief engineer, of the *Star and Crescent* tanker *San Jacinto* out of San Diego. . . . Capt. Fred Dixon acted as relief skipper for Jimmy Commons on the *Challenger* while the tug *San Miguel* underwent repairs recently in San Diego. Both tugs are operated by Star and Crescent. . . Harbor Sport-

fishing Dock at Wilmington is now operating four sportfishers daily: *Hurricane* to San Clemente Island; *Speed King* and *Louise* to Catalina; and the *Valencia III* for local fishing. . . . *Fishing Express* and *Super Express*, sportfishers, have moved to Huntington Beach pier for the 1951 season. . . *Alaska Queen*, operated by the Alaska Tug and Barge Co., Long Beach, had her trial run, with her new Lister-Blackstone diesel engine, out of Terminal Island early in April. Bob and Harry Schildwachter were completely satisfied with the performance of the engine. . . . Bill Collins, one of the most colorful and well-known figures in Southern California, is now salvage-master with Smith-Rice Derrick Barges, Inc., Long Beach. Collins is now re-conditioning the tug *Pulaski*. She will serve as a salvage craft under his jurisdiction. . . . One of the net tenders which has been lying idle at Terminal Island is being built into a salmon freezer ship and it is expected that she will be ready to sail for northern waters sometime in early May.

William "Smiling" Donohugh, operator of Donohugh Boat Service in San Pedro has been elected head of the Marine Association of Commerce, drawing its membership from San Pedro, Wilmington, Los Angeles and Long Beach and with harbor development as primary aim.

Floyd I. Redden, of Redden Marine Sales, and W. M. McIlwaine of McIlwaine Canvas Co., were elected as directors from San Pedro.

From Long Beach these directors were chosen: Merle Parks, yacht and boat broker, and W. R. Campbell.



This is the *Navigator*, formerly the *Geronimo* of Honolulu, latest tug to be added to the fleet of the San Pedro Tugboat Co. (Red Stack). She is a diesel-electric tug of 750-hp, 104 feet long and with a speed of 13 knots. Captain McGillivray, manager of Red Stack, named the new vessel after one of the most powerful tugs on the coast, a San Francisco craft now operated by the Navy. Before putting her into San Pedro service, the company added an automatic pilot.



## No Curb on Copper for Boat Repair, Says NPA

Boat yards are not prohibited from the purchase and use of copper and copper products for the repair and maintenance of existing recreational craft, according to an interpretation of National Production Authority Order M-12, received last month by the National Association of Engine and Boat Manufacturers and the Atlantic Coast Boat Builders and Repairers Association.

While M-12, pertaining to the use of copper and copper alloys, curbs the use of these metals in the construction of new craft after April 30, the administrator of the order has clarified the directive with respect to the use of such materials for the repair and maintenance of boats now in existence.

In ordering copper products from a manufacturer, it will be necessary for a yard to certify that the purchase is in no way a violation of M-12. With his order, the purchaser should submit the following certification:

"The undersigned, subject to statutory penalties, certifies that acceptance of delivery and use by the undersigned of the copper forms or products herein ordered will not be in violation of NPA Order M-12, such materials to be used for repairs only."

Joseph E. Choate, executive secretary of the National Association of Engine and Boat Manufacturers, said that the NAEBM had formed a special Emergency Committee within its membership to obtain relief from the copper order on an industry-wide basis. The aim of the committee, he said, is to assure that the industry's producing units will be retained intact for future defense construction.

### Portland Power Squadron

Portland Power Squadron elected William P. Ellis commander for 1951. Others elected were W. L. Reuppel, lieutenant-commander; R. L. McCulloch, secretary; Sam Bataglia, treasurer; Manuel Glanz, Truman T. Smith, Herbert A. Krumbein, executive committee.

### Ketchikan Power Squadron Chartered by U.S.P.S.

A charter was granted to the Ketchikan, Alaska, Power Squadron in April by the United States Power Squadrons. The number of squadrons is now 121, with total membership in the U.S. approximately 15,000.

## "Klatawa" Cruise

(Continued from page 14)

Seever's Hal-Lee of Bremerton. With good weather on the Straits we headed across, changing course for Tucker Bay on the north end of Lasqueti Island, for a visit with our friend, F. Roussel. Fortified with the biggest fresh vegetables, we left for Nanaimo.

Boats which had participated in the International Cruiser Race began to pass us.

Tuesday we spent shopping in Nanaimo, the Skipper had his hair cut, I shopped for china and yarn and Carole renewed old acquaintances. We had dinner in the Canton Cafe, in old Chinatown.

We fished for awhile in Sansum Narrows. Late afternoon found us headed for Sidney to clear customs.

After clearing, we ran over to Roche Harbor for the night, clearing customs next morning, making it possible for the crew to go ashore for food and supplies.

Over to Henry Island, we tied to Bill Silven's *Philela II*.

With the Silvens aboard, we cruised over to Garrison Bay, where Mrs. Davis showed us cannon balls, arrow heads and other interesting curios.

Garrison Bay is the site of the dispute between the United States and Great Britain, as to the boundary of the United States. The war is sometimes called the Pig War. The block house still stands. There is a monument and also a cemetery.

Friday the sun rose warm, and we were off to Grindstone Harbor on Orcas Island, to visit with our friends, Dr. and Mrs. Frank Russell. We met them in Juneau, aboard the *Rucon* and had cruised Taku Inlet with them the previous year.

Sunday found us headed down Saratoga Passage, homeward bound. We cruised into Port Madison for dinner, then headed down Agate Pass.

Perry Thompson, aboard his *Jonter*, met us off Point Heron, and escorted us into the yacht club.

## Three-In-One Capital-to-Capital Race Will Finish in Juneau on June 23

THREE races will be included in the Capital-to-Capital Cruiser Race this year, the International Power Boat Association has announced. The longest race will be from Bremerton, Washington, to Juneau, Alaska, approximately 900 miles of unsurpassed cruising waters. The race has a stop-over at Prince Rupert, B.C., providing the finish point for the Bremerton to Prince Rupert Race and the starting point for the Prince Rupert to Juneau Race. Trophies are provided for first three places in all races. Twenty boats are expected to enter.

With the finish times set at Prince Rupert for June 20, and Juneau on June 23, most boats will leave the starting line, under the Manette bridge at Bremerton, during the week end of June 16.

A unique feature of these races is the inclusion of "lay-over" time in the prediction, a matter of 24 hours from Bremerton to Prince Rupert, and of 12 hours from Prince Rupert to Juneau. This time is predicted on relative distances, approximately 580 miles from Bremerton to Prince Rupert, and 325 miles from Prince Rupert to Juneau. This free time is

to provide the boats to pick their weather, make fuel and grocery stops along the way, and to eliminate night running if desired.

Contestants may now pick alternate control points prior to submitting their logs. While running, they may turn in amended logs to cover possible changes in current predictions brought about by unscheduled weather lay-overs. Radios may be used without restriction.

Under Dr. Robert Crees of Bremerton, an unofficial network of radio hams has been organized to monitor the ship-to-ship band and to report the location of boats under way.

Participating yacht clubs, Bremerton, Prince Rupert, and Juneau, plan elaborate receptions for participants. At Juneau, after the awarding of prizes and the initiation of all crewmen into the Ice-Berg Pilots, a personally conducted tour will be made of Juneau and the nearby points of interest.

All entries must be in the hands of the committee chairman, Ray Hart, Jr., of Bremerton by June 1. Entry blanks can also be obtained from Frank Morris, 1117 E. Northlake, Seattle.

## Red Wing marine ENGINES

**SMOOTHER... SPEEDIER... STRONGER...**



ARROWHEAD 22-45 H.P., 4 cyl., 3 1/2" x 4 1/2", 186 cu. in., 1900-2000 RPM.

For dependable power, economy of operation, low maintenance cost select a "Red Wing" Marine Engine.

There are "Red Wing" gasoline and diesel models from 7 to 200 H.P. to choose from.

Write TODAY for complete descriptive bulletins.

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## ★ Columbian ★

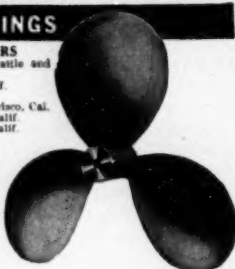
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Two or three of the navy type pneumatic life belts obtainable at surplus stores for .50 to \$1.00 make excellent beach rollers for launching and beaching small boats. Lift the bow of the boat onto the first roller at the water's edge. When this roller has almost reached the center of the boat start the second under. The boat is usually clear of the water before the first roller



clears the transom but for the longer hauls three belts are better.

The belts also make excellent fenders to protect the boat from chafing at the dock and against logs and rocks when fishing along the shores of lakes and streams. Two or more of them tied beneath the seats of a small boat make good flotation chambers, they are fine play floats for swimmers, six or seven of them sewed together and partially inflated make a reasonably good air mattress and they are excellent life preservers—the purpose for which they were designed.—Clinton R. Hull.

### Some Thoughts on Boat Fuels

I've used "Shipmates" on small sailboats some 25 years, and observed results with various types of fuel.

At first I burned wood—any old kind, mostly picked up on beaches; but soon found that wood from salt water greatly aggravated trouble with rust, both inside and outside the range. Besides, it is seldom dry enough to burn readily.

Then I used bituminous coal (have never tried anthracite)—but found it dirty and messy, and it sooted up the stove too fast, especially when the oven was used. Coal is the thing, though, if you want to keep a good, hot, all-day or all-night fire.

Next I tried coke, and used it for several years. It's cleaner than coal, and makes little soot. It doesn't start readily, requires a good draught to keep it going. With such a draught it burns very hot—it's hard to keep it burning without having the top of your stove red-hot much of the time. After two or three seasons of it, my "Shipmate" was so warped, cracked and burned-out that I had to get a new one.

My slight experience with common briquettes was not favorable: they're a little cleaner than coal, but seem to be fully as bad from the soot standpoint. I don't like "Presto" logs as well as many do: they're expensive; a nuisance to cut to size for a small marine range, and messy when broken up.

After my experience with coke, I put a pressure kerosene burner in my new "Shipmate." It worked very well in some ways; made practically no soot, but was hard to regulate, tended to go out and flood the fire-box with oil if it was throttled down much, so it had to be watched pretty closely. Also, the burner clogged with carbon too fast.

Then I tried cleaning solvent instead of kerosene, and it worked just fine. Carbon still gave some trouble, but much less often; but the difficulty with going out when throttled down continued.

In 1940, when I got a new boat, I bought another "Shipmate"—smallest size this time—and went back to wood-burning, with good coal for all-day fires in cold weather. I got an idea that dry alder might solve the fuel problem, and still use it a good deal, just because I can get it easily at no cost—but it leaves much to be desired. It burns out in a flash; makes (strange to say) almost as much soot as coal; also makes a peculiarly acrid, irritating, stinking smoke.

Some hardwoods, if well dried out—oak, madrona (not to mention scraps of mahogany, teak, etc., that one sometimes picks up around a boat shop) are much better; though maple (as much of it as I have used) seems to make an acrid smoke.

But for all-round wood fuel in the Pacific Northwest, you can't beat good hard fir. It ignites readily, gives off plenty of heat, and lasts longer than most woods, and it

doesn't need to be bone-dry. I don't like fir bark very well, at least in a small range, though some of it may well be used along with other fuel—but it's apt to be dirty, and dirty wood is a good thing to keep off your boat. I'm a crank, I think with good reason, about not letting any rotten wood of any kind get on my boat. Rot starts soon enough without deliberately infecting your boat with it.

A lot of boatmen in late years have been putting in unenclosed liquid or compressed gas burners of various types. They're very convenient, and certainly have their place—but, in my book, their place for regular use is not below-deck in a small boat, where their products of combustion contaminate the air and add to the ever-present dampness. A one-burner Primus or Optimus, to be sure, is a highly desirable adjunct to a regular stove for emergency use—to get a quick pot of tea or coffee, boil a couple of eggs, or heat water to wash the lunch dishes on a hot day—but for day-in, day-out cooking, give me a good old-fashioned cast-iron "Shipmate" or "Neptune," whether fed with wood, coal or oil—one that discharges its gases through a real sea-goin' Charlie Noble, dries out and warms up the boat, and helps to keep the air below fresh and clean.—S. H. Gray.



### Hidden Spare Propeller

A spare propeller is almost a must on the larger outboard motors, especially when used in obstructed water, but unless it is kept aboard it is easily forgotten, yet if kept aboard it is liable to theft. To lessen the chance of this use a large wood screw and washer to fasten the prop to the underside of a seat or deck carlin where it is out of sight. While the one shown is pictured on the forward side of the vertical seat frame—for photographic purposes—it is actually kept on the after side so the transom height hides it from view of passers by.—Clinton R. Hull.



## CLASSIFIED SERVICE SECTION

Rate: 6 cents per word, 12 cents per word for bold face or special type. Minimum charge \$2.00 for each insertion. (For box numbers addressed to PMB, add 50c.) Classified advertising is payable in advance. Ads for the next issue should be sent in by the 3rd of the month preceding publication.

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New engines less reverse gear, cheaper than overhauling your old engine .....	\$ 550.00
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2½ to 1 reduction .....	1,000.00
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Brass bilge pumps, bulkhead type, Navy, new .....	\$ 12.00
Bronze tiller cable 6-19 x 5/16" 12c per ft., 6-12 x 7/16" per ft. ....	21
Tug boat motor, new, 9:1, w/spare parts .....	100.00
Speed boat motor new, 90 H.P., light weight .....	100.00

If you want hard to get BOAT MATERIALS call on us.

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FOR SALE: New, used and rebuilt marine motors, 2 to 500 hp. gasoline and diesel. Complete stock list of popular models. Write for FREE Catalog 150 covering conversion equipment, propellers, reverse gears, fittings and supplies of all kinds. STOKES MARINE SUPPLY, Dept. 11, Coldwater, Michigan.

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Engines are easily converted with OSCO's world famous CONVO kits and gears. Deluxe catalogue 25c (coin). Osco Motors Corp., 3627-FM Lawrence St., Philadelphia 40, Pa.

### FOR SALE

42 ft. cruiser—cypress planked, oak framed, mahogany cabins. Twin Chrysler Crowns, 2:1 motors, Monel shafting, 32 volt generator, radio-telephone. Electric refrigerator, large flame range, sleeps 6. Two heads, ample gas and water capacity. All in perfect condition. Russell Rathbone, 6857—31 N. E., Seattle, Wash. KE 6140.

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STOCK SIZES TO FIT OUTBOARDS-INOARDS—Furnishes protection from Hot Sun, Rain or Spray, and is quickly lowered by releasing two strap fastenings. Folds flat either forward or backward when not in use and can be set up in a jiffy. Can be furnished with quick detachable front and side curtains fitted with plastic windows, all easily snapped on from inside the boat, even while under way. Write for circular. RUPERTS 18405 Aurora Avenue Seattle, Washington

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## TRADE WINDS

Skilled hands at the helm of west coast boating business this month included . . .

★ **GEORGE (JOE) SIMSON** has retired from active management of the firm of Simson-Maxwell, Ltd., Vancouver, B.C., distributors of diesel and gasoline engines. His retirement took effect on the tenth anniversary of the company's inception as British Columbia distributors of Buda diesel and gasoline engines. He continues on the board of directors with **Robert Maxwell**, president and managing director; **Dal C. Smith**, vice president; **Hugh T. Radelet**, secretary-treasurer. During Simson's regime the company became exclusive distributors for Chain Belt Co. and Cooper-Bessemer heavy duty diesels. He plans to devote his time to private logging interests.

★ **MRS. EVELYN F. HUNT**, Los Angeles, is president of a firm which her husband, now deceased, founded in 1924. H. R. Hunt began business in Los Angeles as the H. R. Hunt Putty Mfg. Co., manufacturing for the marine trade the well-known Sea Seal, caulking compound, waterproof, non-drying, elastic and resilient. Mrs. Hunt is assisted in the business today by her two sons, **Clinton L. Hunt**, general manager, and **H. Richard Hunt, Jr.**, vice president.

★ **WILLIAM T. PAUL** has been appointed service representative for Caterpillar Tractor Co. in the Pacific Northwest. **H. D. Welch**, western service manager, San Leandro, California, announces.

★ **MOORE M. MCKINLEY** of Seattle was elected President of the Northwest Marine Industries, Inc., for the year 1951. McKinley replaces retiring President **Jack B. Hickman**, also of Seattle. Other new officers are **David A. Boyde** of Tacoma, vice president and **Walter M. Lemke** of Seattle, secretary-treasurer. Re-elected to the board of trustees for

three-year terms were **Jerry Bryant** and **Russell G. Gibson**. **James G. Chambers** was elected to the other board vacancy and will serve for three years. All of these men are from Seattle. **John O. Warren**, Seattle, and **Allen G. Petrich**, Tacoma, completed terms on the board of trustees. Holdovers on the board of trustees include: **A. V. Evans**, Seattle; **Moore M. McKinley**, Seattle; **Arne Vesaja**, Seattle; **David A. Boyde**, Tacoma; **John M. Haydon**, Seattle, and **Edwin Monk**, Seattle. Elected to Honorary Membership in the Northwest Marine Industries, Inc., were **James M. Ballard** and **Guy Williams**. Both of these men are from Seattle and were honored for outstanding services rendered to the marine industry.

★ **JACK HENDERSON** was named commodore and **Jerry Bryant**, vice commodore of the 20 Knotters meeting at the Aero Marine Club, April 8.

★ **PAUL R. SEAMAN**, west coast sales manager for Martin Outboard Motors, announces the appointment of Oregon Marine Supply Co., as exclusive distributor for Martin outboards in the State of Oregon and the southwest Washington counties of Clark, Klickitat, Skamania, Wahkiakum, and Cowlitz. Oregon Marine Supply Co., with marine supply stores at Portland and Astoria, is under the management of **A. G. Clarke, Jr.** Complete Martin parts and service facilities will be available at both locations.

★ **GEORGE J. MEACHEM**, formerly associated with the Chris-Craft sales outlet, marine service division in Newport Beach, has opened his own office and marine service at 1001 Coast Highway, Newport Beach. Here he will handle Graymarine engines through **Charles E. Smith**, Southern California distributor



Captain Richard Joseph, skipper of the new 121-foot steel tuna clipper, *Antoinette*, gets acquainted with the vessel's Sperry Magnetic Compass Pilot, before he took her from the yard of National Steel & Shipbuilding Corporation, San Diego on her maiden fishing voyage to equatorial tuna banks in late April. Like so many of his fellow skippers in the Southern California tuna fleet, Capt. Joseph has advantage of automatic steering. This model has two steering stations.

for the Gray Marine Motor Co. Meachen has been associated with service to yachtsmen in the southern port for more than 15 years.

★ **D. LABRUZZI & SON**, Oakland, are constructing a 38½ by 13 foot beam combination boat for **M. Calandrino**, San Jose. The craft, which will be christened *Martha Jane*, will be powered with a GM 6-71 diesel engine. She will sleep four, and will pack 9 or 10 tons of fish at 10 knots.

★ **HARRY LEWIS**, former Navy aviator, is now associated with the Thomson Machine Works, San Francisco, and will be calling on boat owners, prospective boat owners, and boat building yards in northern California.

WILL TRADE fully equipped hi-grade gold mine in Mother Lode, 60 miles east of Sacramento off Highway 50; good camp buildings, mill water powered; fishing, hunting; isolated, 300 ft. elevation;—FOR good heavy constructed auxiliary or work boat—45 ft. or over; P. O. Box 584, Yreka, Calif. (Principals only)

BARGAIN—25' CHRIS-CRAFT CRUISER—Immaculate condition. Sleeps four, ice box, galley and head. Completely equipped, many extras. Trailer available. Shipment anytime on Coast. Choice purchase at \$3485. Tahoe Boat Company, Lake Tahoe, California.

ECON-O-Power Conversions for all model Ford and Jeep engines. Free catalog. Lehman Manufacturing Company, 972F Broad Street, Newark 2, New Jersey.

FOR SALE: 12 ft. hydroplane, trailer and 10 hp 1948 Johnson—\$250. Ronald Truett, 1305 Broadmoor Drive, Seattle, Wn. CA 5900.

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FULL SIZE, cut to shape boat patterns, blueprints, 7½-33 feet. Illustrated "Build a Boat" catalog, 25c (coin). "How to Build Boats" book, \$1.00. PolyWog Houseboat Plans, \$10. Marine Catalog, \$1.00. Cleveland Boat Blueprint Co., Dept. A-PM, Cleveland 13, Ohio.

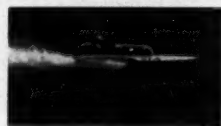
BOAT FOR SALE—Twin screw 32' Shain sedan. Fast, economical, seaworthy. Price reduced to \$2950. Dave Ballard, 1300 Campus Parkway, Seattle 5, Wn.

### 36' CRUISER to trade

Honduras copper riveted hull, double planked V bottom, solid Teak cabins, new Chrysler Royal 21, fine sea boat, well found, a real home, 9 knots 13 tops, sell or trade for N.W. or So. Cal. property.

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Build and drive the fastest boats in the world. 3 point Hydroplanes, Runabouts, Inboard and Outboard. With our easy to use plans you save 34 of cost usually required. Be first. Send 25c to CHAMPION BOATS for illustrated catalogue. P. O. Box 9038 Dept. 24F, Long Beach 7, Calif.



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★ CAPTAIN GEORGE F. SHECK-LEN, USNR, Executive Vice President of the Radiomarine Corporation of America, was named a recipient of the Marconi Memorial Medal of Achievement at the 26th Anniversary Dinner of the Veteran Wireless Operators Association held at the Hotel Astor, New York, N. Y.

★ D. B. MCFARLAND, naval architect of Long Beach, Calif., has opened a West Coast factory branch of the Seaport Metals, Inc. in Long Beach. McFarland is vice president, secretary and general manager, with M. J. Salton, originator of the plan for porcelain-coated mufflers, as president. The Pacific Coast branch will be known as Seaport Pacific Inc. McFarland was formerly naval architect for Los Angeles Shipbuilding and Drydock Co.

### E. R. SIMMERER

★ NAVAL ARCHITECT  
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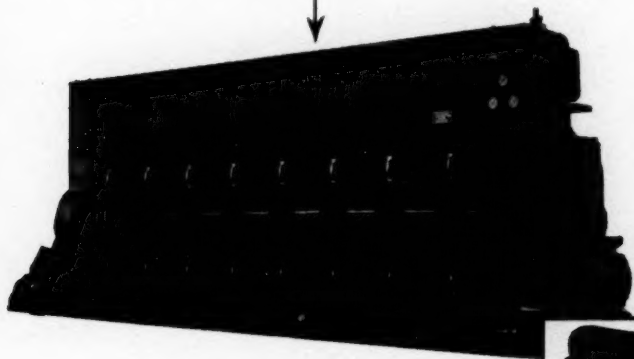
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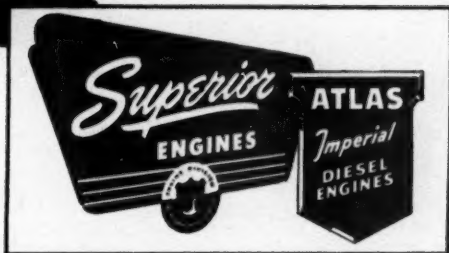
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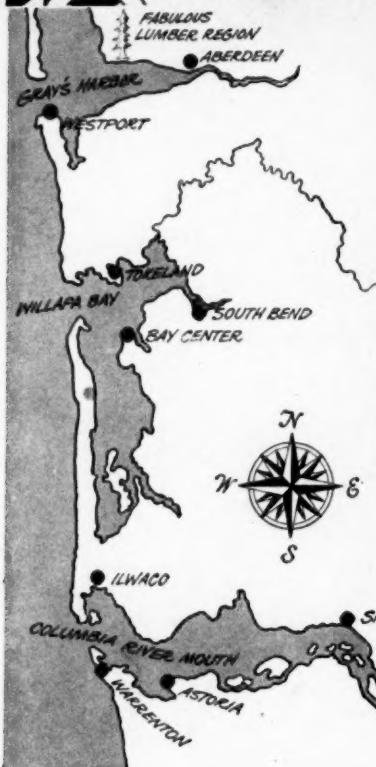
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Next month: Skipper's Map of Northern Vancouver Island

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